Administrative Report on the Railways in India for 1898-99 (Parts I & II)

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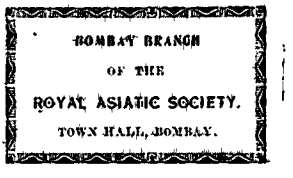

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

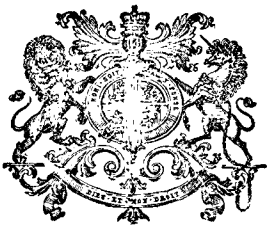
FOR

1898-99.

BY

A. BRERETON, Esq.,
DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.

PART I.



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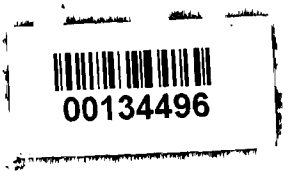
Submitted to the Government of India on the 1st June 1899.



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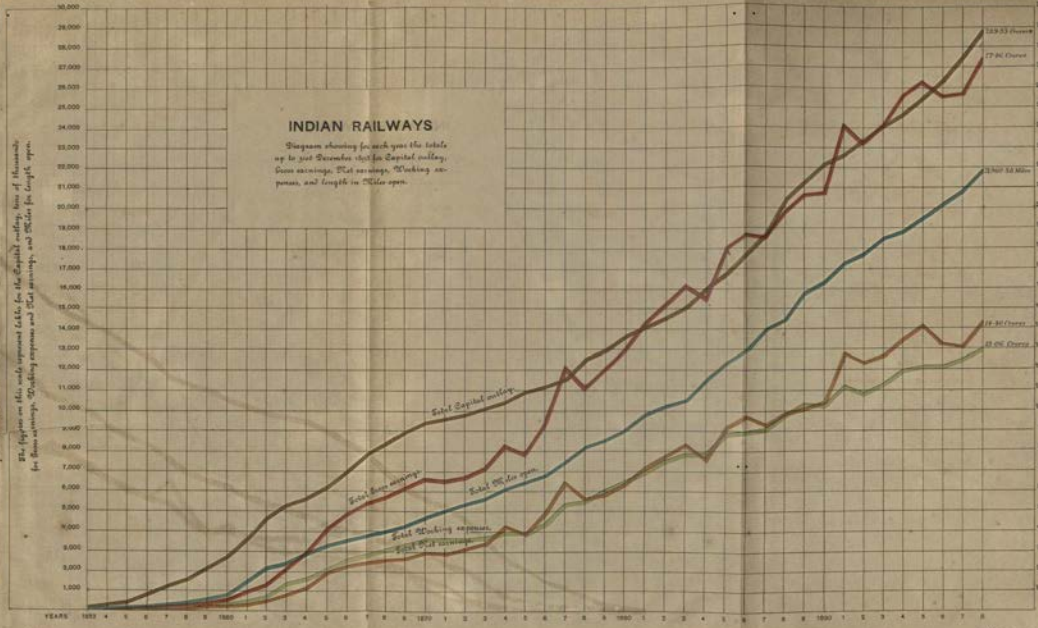


* As per details in Chapter VII, paragraph 6, of the Administration report.

Indus—Total difference due to persons on lines purchased as per first note (1/4) in Statement No. 17, pages 80 and 81 of the report.

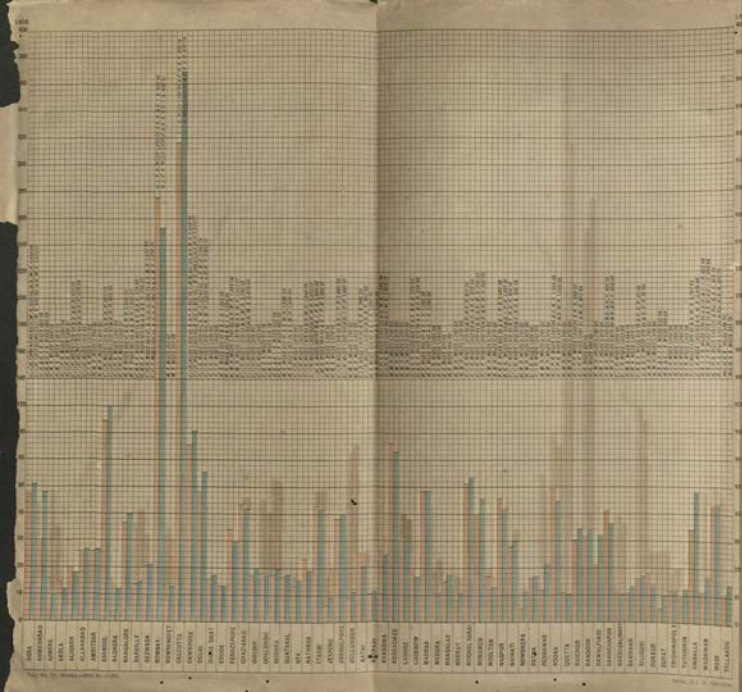


DIAGRAM ILLUSTRATING THE TOTAL EARNINGS IN RUPEES (BOTH COACHING & GOODS, OUTWARDS & INWARDS) AT THE PRINCIPAL CENTRES ARRANGED IN ALPHABETICAL ORDER, ON THE SEVERAL RAILWAYS IN INDIA DURING 1897 COMPARED WITH 1896.

REFERENCES.

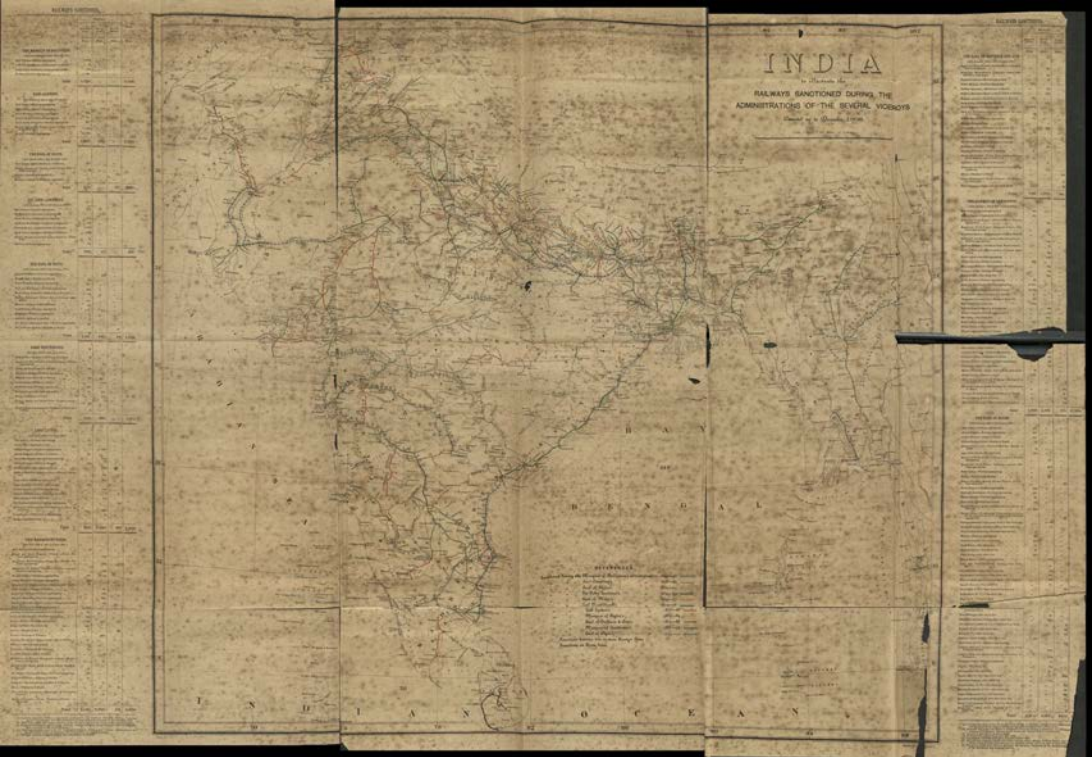
Earnings for 1896 ▭
Do. 1897 ▭

E.I.R.	Stands for East Indian Ry.	Nin. S.S.R.	Standsfer Nizam's Guaranteed State Ry.
E.B.S.R.	" Eastern Bengal State Ry.	S.M.R.	" Southern Mahratta Ry.
B.N.R.	" Bengal Nagpur Ry.	G.I.P.R.C.I.R.	" Bombay, Baroda, & Central India Ry.
R.A.W.S.	" Rajputana-Malwa S. Ry.		
S.A.R.S.	" South & Rohilkhund S. Ry.		
I.M.R.	" Indian Midland Ry.	M.R.	" Madras Ry.
G.I.P.R.	" Great Indian Peninsula Ry.	S.I.R.	" South Indian Ry.
R.W.R.	" Rajputana-Malwa Ry.	B.R.	" Burma Ry.
N.W.S.	" North Western S. Ry.	B.G.J.P.R.	" Bhavnagar-Gondal Junagad-Porbander Ry.
O.&R.R.	" Oudh and Rohilkund Ry.	D.H.R.	" Darjeeling Himalayan Ry.
E.C.R.	" East Coast S. Ry.		

Notes.—1. Only those centres of traffic are shown where combined station earnings, outwards & inwards, during 1897 have amounted to Rs. 10,00,000 and over.

2. Ahmedabad includes Sabarmati.
Amand includes Bhavnagar, Dandee, Sihoragar, & Dhanduk.
Bombay includes Colaba & Dadar.
Calcutta includes Howrah, Sealdah, Brass Bridge Hall, Kidderpore Docks, & Chitpore
Karrachee includes Kiamari.
Bangoon includes Patembong.

INDIA
to illustrate the
GAUGES OF RAILWAYS.
BAY
OF
BENGAL
INDIAN
OCEAN


INDIA
RAILWAYS SANCTIONED DURING THE ADMINISTRATIONS OF THE SEVERAL VICEROYS
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xxxiv—xlix	H	Principal commodities carried and the earnings therefrom on the standard and metre gauge railways during 1898 compared with the previous year.

NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1898-99.

PART I.

CHAPTER I.

General.

General summary of results.

The total length of railways open and sanctioned on the 31st March 1899, after allowing for minor corrections of mileage, was 26,059¼ miles, being a net increase of 604¾ miles during the year. The total length of railways open for traffic on the same date was 22,491 miles, being a net increase of 1,334¼ miles, leaving 3,568¼ miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 21,475½ miles, being an increase of 944½ miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1898 to Rs. 268·09 crores, being an increase of Rs. 8·52 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1898 amounted to Rs. 27,46,42,349, or Rs. 1,86,90,657 more than in the previous year; the working expenses amounted to Rs. 13,06,43,525, and absorbed 47·56 per cent. of the gross earnings against 48·88 per cent. in 1897. The net earnings amounted to Rs. 14,39,98,824, being an increase of Rs. 1,31,58,763.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·37 per cent. against 5·04 per cent. in the previous year.

Classification of railways.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A.

Sanctioned mileage.

3. The total mileage of railways open and sanctioned at the close of the previous year, *viz.*, on the 31st March 1898, was as follows:

	Standard gauge.	Metre gauge.	Special gauge.	TOTAL.
Miles . . .	14,177¼	10,735¼	542	25,454½

The additional mileage sanctioned for construction between the 1st April 1898 and the 31st March 1899 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies .	Miles	129	133¼	...	262¼
State lines worked by the State .	„	...	...	...	...
Lines worked by guaranteed companies	„	...	...	...	...
Assisted companies	„	...	...	187¾	187¾
Lines owned by native states and worked by companies	„	...	65	...	65
Lines owned by native states and worked by state railway agency . . .	„	...	...	...	...
Lines owned and worked by native states	„	...	72¼	44¼	116½
Total length sanctioned during 1898-99	„	129	270¾	232	631¾

The sanctions during the year under review were confined to commercial lines as detailed below:

	Miles.	Miles.	Miles.
BRITISH INDIA—			
Standard gauge—			
Bengal-Nágpur (Khargpur to Midnapore)	...	8	
Agra-Delhi Chord (Agra to Delhi)	...	121	
			129
Metre gauge—			
South Indian (Negapatam to Nagore)	...	4½	
Burma—			
Meiktila to Myingyan	57¾		
Sagaing *vid* Monywa to Alôn	71		
		128¾	
			133¼
Special gauges—			
Kalka-Simla (*a*)	...	68	
			68
NATIVE STATES—			
Metre gauge—			
Shoranur-Cochin	...	65	
Jodhpore-Bickaneer (Bickaneer section)—			
Gigasar to Palana	9½		
Lunkaransar to Suratgarh	63		
		72½	
			137½
Special gauge—			
Gwalior Light (Gwalior to Bhind)	...	...	44½
	TOTAL	...	512

Further details of the mileage sanctioned during 1898-99 will be found in the table given in Appendix B.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1899 was:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies	Miles	4,626½	7,756½	56¾	12,439½
State lines worked by the State	,,	5,188½	738	28½	5,954¾
Lines worked by guaranteed companies	,,	2,721½	...	...	2,721½
Assisted companies	,,	875½	505¾	293½	1,674¾
Lines owned by native states and worked by companies	,,	704	676	148	1,528
Lines owned by native states and worked by state railway agency	,,	204½	...	34½	238½
Lines owned and worked by native states	,,	...	1,217¾	211½	1,429¼
Foreign lines	,,	...	73¼	...	73¼
Total to the end of March 1899	,,	14,319½	10,967½	772½	26,059¼

Details of the total sanctioned mileage on the 31st March 1899 will be found in Appendix A.

Open mileage.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1898, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	12,210	8,631½	315¼	21,156¾

(*a*) In addition to the Kalka-Simla railway, the Tárakeshwar-Magra, 31¼ miles, Tezpur-Balipara, 20¼ miles, Howrah-Amta, 28½ miles, Howrah-Sheakhalla, 19½ miles, and the Ranaghat-Krishnagarh, 20¼ miles, which were originally sanctioned as steam-tramways, have had the Indian Railways Act applied to them from the 19th May 1896, 3rd May 1898, 7th October 1898, and 23rd February 1899; and have been treated as railways and included in all statements, etc., except where otherwise stated.

The additional length opened for traffic between the 1st April 1898 and the 31st March 1899 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	397½	281½	...	678¾
State lines worked by the State .	„	380¼	...	...	380¼
Lines worked by guaranteed companies	„	...	...	...	...
Assisted companies	„	59¼	51	99½	209¾
Lines owned by native states and worked by companies . .	„	...	...	5	5
Lines owned by native states and worked by state railway agency	„	...	...	3¼	3¼
Lines owned and worked by native states	„	...	63	...	63
Foreign lines	„	...	...	...	...
Total length opened during 1898-99	„	836¾	395½	107¾	1,340

Details of the mileage open during 1898-99 will be found in the table given in Appendix C, and the principal railways opened during the year are referred to in paragraph 7.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1899 was:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	4,190¾	6,887½	...	11,078¼
State lines worked by the State .	„	4,893½	644	28½	5,566
Lines worked by guaranteed companies	„	2,588	...	...	2,588
Assisted companies	„	643¼	285¾	172¼	1,101⅓
Lines owned by native states and worked by companies . .	„	630½	188¼	102¾	921½
Lines owned by native states and worked by state railway agency	„	124	...	22¼	146¼
Lines owned and worked by native states	„	...	922	94¼	1,016¼
Foreign lines	„	...	73¼	...	73¼
Total to the end of March 1899 .	„	13,070½	9,000¾	420	22,491

Details of the open mileage on the 31st March 1899 will be found in Appendix A.

In addition to the above, there were 61½ miles of steam tramways working outside municipal limits.

Appendix D shows the length of railways open at the end of the official years 1893-94 and 1898-99, also the progress made in opening railways during the years 1894-95 to 1898-99. Similar information for the calendar years will be found in Appendix E.

Total mileage under construction or sanctioned at the end of the year.

5. The mileage remaining under construction or sanctioned on the 31st March 1899 was as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies .	Miles	435¼	869	56¾	1,361
State lines worked by the State .	„	294¾	94	...	388¾
Lines worked by guaranteed companies	„	133¼	...	...	133¼
Assisted companies	„	232	220	121¼	573¼
Lines owned by native states and worked by companies . .	„	73¾	487¾	45¼	606¾
Lines owned by native states and worked by state railway agency .	„	80¼	...	12	92¼
Lines owned and worked by native states	„	...	295¾	117¼	413
Total mileage under construction on the 31st March 1899 . .	„	1,249¼	1,966½	352½	3,568¼

Details of the mileage under construction or sanctioned on the 31st March 1899 will be found in the table given in Appendix F, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

Additions to open mileage subsequent to the close of the year 1898-99.

6. Subsequent to the close of the 1898-99, *viz.*, from the 1st April 1899 up to date (16th May), the following railways were reported to have been opened for public traffic, *viz.*:

	Miles.		Date of opening.
North Western State (Mári-Attock line)—			
Campbellpur Cantonment to Básal (New Pind Sultani) .	31·75		
Jand to Daud Khel*	55·60		
		86·75	1-4-99
Eastern Bengal State (Shivarampur to Faridpur) . .		7·40	1-4-99
Brahmaputra-Sultanpur (Santahar to Bogra) . . .		24·85	1-4-99
Ránaghat-Krishnagar (Aistola Ghat to Krishnagar) .		20·20	5-4-99
Cooch Behar (Cooch Behar to Alipur Duar) . . .		11·50	15-4-99
Madras (Walajah Road (Arcot) to Ranipet) . . .		4·35	17-4-99

Important works completed and in progress.

7. The following gives a brief abstract of the important works completed by the 31st March 1899, and the progress made according to the latest reports received:

East Indian railway.—The Moghal Sarai-Gya extension, excepting the bridge over the Soane river, will probably be opened for public traffic at the end of June 1899 and the Soane bridge by March 1900. The Háthras City branch was opened for public traffic on the 10th January 1899. A branch from Bárun, 49½ miles from Gya to Daltonganj, has been sanctioned, earthwork started and land is being acquired.

Bengal-Nágpur railway.—Of the Sini-Khargpur-Howrah and Khargpur-Cuttack extensions, the section from Sini to Khargpur was opened for goods traffic on the 1st June 1898, from Khargpur to Kola Ghat and Khargpur to Balasore on the 17th December 1898 and from Balasore to Barang (Cuttack) on the 10th January 1899. All these sections were opened for passenger traffic also during the year, traffic being carried over diversions at the bridge sites. Work on the remaining section, from Kola Ghat to Howrah, is in progress, and, it is expected, will be completed during 1899-1900. The construction of a branch from Khargpur to Midnapore has been sanctioned and work commenced. Work on the Raipur-Dhamtari feeder line is in progress.

Indian Midland railway.—The remaining section of the Saugor-Katni extension from Damoh to Katni-Murwara was opened for public traffic on the 1st January 1899.

North Western State railway.—The Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch will probably be opened for public traffic shortly; and work on the Khánewal extension is nearly finished, excepting the Ravi bridge and platelaying. The abutments and all the piers of the Indus bridge at Kotri have been completed and two spans of girders erected. The Mári-Attock railway was opened for public traffic on the 1st April 1899. The down line from Kiámári to Kurrachee City, 3 miles, was opened for traffic on the 30th May 1898. This completed the whole of the double line between Kiámári and Kotri.

Hyderabad-Shadipalli-Bálotra railway.—In December 1898, it was decided to convert the entire length of the existing standard gauge line from Hyderabad to Shadipalli to the metre gauge and to construct a new standard gauge line from Hyderabad to Rahoki. On the British section of the Shadipalli-Bálotra railway, earthwork is nearly completed; and bridging half finished on the portion from Shadipalli to Chor.

Oudh and Rohilkhand State railway.—Orders issued during the year to proceed with the work on the Gháziabad-Moradabad railway. The bulk of the earthwork was completed by the end of March 1899 and work started on the bridge-work. It is expected that the railway, with the exception of the Ganges bridge, 11 spans of 200 feet, will be completed by the 31st March 1900 and the bridge by the 30th June 1900.

Eastern Bengal State railway.—The work on the bridge over the Teesta river at Kaunia is in progress. The portion of the Rajbári-Faridpur branch

* The length between Básal (New Pind Sultani) and Jand, 16 miles, is part of the open mileage of the Khushalgarh branch of the North Western State railway.

from Panchooria to Shivarampur was opened for traffic on the 20th October 1898 and from Shivarampur to Faridpur on the 1st April 1899.

East Coast State railway.—The approach on the right bank of the Gódávari bridge is completed for 38 chains, the remaining 14 chains being about two-thirds finished; the approach on the left bank is practically complete, together with the station near the river, and both abutments and 20 piers are ready to receive the girders; on 10 more piers the superstructure is in progress; and 2 pier wells are being hearted and 22 are in course of sinking.

Bezwada-Madras railway (*Ennúr-Bezwada section*).—The Gudúr-Nellore section of the South Indian railway was finally converted and the first standard gauge train ran over it on the 1st November 1898; and the sections from Nellore to Kistna Canal Junction and from Ennúr to Gudur were opened for public traffic on the 20th December 1898 and 23rd February 1899, respectively.

Great Indian Peninsula railway.—The work of constructing the Amálner-Jalgaon branch was in progress throughout the year; and the construction of a branch from Chalisgaon to Dhulia has been sanctioned and work is in progress.

Bombay, Baroda and Central India railway.—The new administrative offices, opposite Church Gate Street station, have been completed. Of the double lines, the length from Amroli to Kim has been opened, Kim to Broach is approaching completion and Broach to Miyágám is ready for opening. Between Dáhanu and Sachin, the earthwork is nearly complete, and girderwork and ballast are in progress. About 97 per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders was executed at the end of February 1899, and it is expected that the work will be completed by the end of June 1899.

Madras railway.—Since the close of the year, the Calicut-Cannanore extension, which embraces a further length from Cannanore to Baliapatam, has been sanctioned for construction on the standard gauge. The Nílgiri railway was opened for goods traffic from the 1st October 1898; but owing to numerous slips and failures of work, it was closed on the 29th of that month. Necessary protective works are in active progress, and it is expected that the line will be re-opened shortly. The Walajah Road (Arcot)-Ranipet branch was opened for public traffic on the 17th April 1899.

Southern Punjab (*Delhi-Samásata*) *railway.*—The construction of a branch from Narwana to Kaithal was commenced in May 1898, and it was opened for public traffic on the 8th March 1899.

Tápti Valley railway.—The first section from Kankra Khari to Vyára was opened for public traffic on the 3rd January 1899, and a further section from Vyára to Navápur was ready for opening to goods traffic at the end of March 1899. It is expected that the railway will be opened throughout by October 1899.

South Behar (*Luckeeserai-Gya*) *railway.*—This railway, with the exception of the Phalgu bridge, will probably be opened for public traffic shortly and the bridge by the end of July 1899.

Hardwar-Dehra railway.—Work on this railway has been vigorously pushed forward.

Bína-Goona railway.—The Goona-Bárán extension will probably be opened for public traffic shortly.

Bengal and North-Western railway.—The portion from Balrámpur to Tulsipur was opened for traffic on the 1st June 1898; and that from Turtipur Ghat to Azamgarh of the Ganges-Gogra Doab lines on the 8th June 1898. The permanent bridge over the Gogra river at Bahramghat was opened for public traffic on the 24th December 1898 and named the "Elgin" bridge. The temporary bridge over the Gogra river at Turtipur was completed and opened for the use of construction trains on the 4th February 1898, and was in constant use till lifted on the 28th May 1898. It was reconstructed and opened for all classes of traffic on the 24th January 1899. The work on the Hajeepore-Katihár extension of the Tirhoot section is in progress.

Rajputana-Malwa railway.—The work on the conversion of the metre gauge from Ferozepore to Kot Kápura to the standard gauge and the construction of a standard gauge from Kot Kápura to Bhátinda alongside the existing metre gauge is practically complete.

South Indian railway.—Sanction has been accorded to the construction of the Negapatam-Nagore extension.

Assam-Bengal railway.—The sections from Badarpur to Káttákhál, from Káttákhál to Silchar and from Lanka to Lumding temporary junction station were opened for goods traffic on the 13th June and 8th November 1988, and 1st March 1899, respectively; and the section from Gauháti to Lanka and the Badarpur-Silchar branch for public traffic on the 2nd January and 5th April 1899, respectively. The remaining lengths will, it is expected, be opened between 1899 and 1902.

Burma railways.—The section from Mogaung to Myitkyina was opened for public traffic on the 10th February 1899. Sanction has been accorded to the construction of the Sagaing-Alôn branch and Meiktila-Myingyan branch. On the Mandalay-Kunlon railway, construction was restricted to the length between Myohaung and Lashio. Good progress has been made on all works, with the exception of the approaches to the Gokteik bridge, the alignment of which is not yet settled. It is expected that the line as far as Nammaw will be ready for opening by the 1st October 1899.

Brahmaputra-Sultanpûr railway.—The first portion from Santahar (Sultanpur) to Bogra was opened to traffic on the 1st April 1899, and the remaining two sections, from Bogra to Sonatola and from Sonatola to Fulchhari (Kamarjani), will probably be ready for opening in October 1899 and May 1900, respectively.

Mymensingh-Jamálpur-Jagannathganj railway.—The section from Mymensingh to Singhjani (Jamálpur) was opened for traffic on the 1st November 1898, and the remaining portion, from Singhjani to Jagannathganj, will probably be opened in October 1899.

Segowlie-Raxaul railway.—This line was opened for public traffic on the 1st March 1899, but owing to the recent heavy flood damages, the additional waterway required will not be provided before the ensuing rains and the line will probably have to be closed then.

Bengal Dooars railway.—The extensions from Mal Bazar to Hantupara, from Dam Dim to Bagrakote and from Domohani to Lálmanirhát were sanctioned in March 1898. On the two former lengths, earthwork and bridgework have been commenced and on the latter, one-fourth of the earthwork has been completed.

Birur-Shimoga railway.—This line is expected to be opened for public traffic during June 1899.

Hyderabad-Gódávari Valley railway.—The platelaying on the northern section has been completed, and work on the two major bridges only remain unfinished; the platelaying on the southern section from Secunderabad is in hand, and the work on the Gódávari bridge is well advanced; and the section from Jalna to Nandair is in progress. It is expected that the northern section will be opened for traffic in June 1899, 60 miles of the southern section from Secunderabad northwards about the end of 1899, and the portion of the southern section from mile 60 to mile 193 early in 1900.

Jodhpore-Bickaneer railway.—The section from Bálotra to Barmer of the Shadipalli-Bálotrá railway will probably be opened for public traffic shortly, and the remaining portion is ready for platelaying. The length from Bickaneer to Dulmera (Khari) of the Bickaneer-Suratgarh section, Bickaneer-Bhátinda extension, was opened for public traffic on the 2nd June 1898; and on the portions, Dulmera to Lunkaransar and Lunkaransar to Suratgarh, the earthwork was almost completed by the 31st March 1899.

Oodeypore-Chitor railway.—The extension from Debari to the Ahr bridge is expected to be opened for traffic in July 1899.

Dhrángadrá railway.—This railway was opened for public traffic on the 25th June 1898.

Jeypore State railway.—The construction of this railway, from Sánganer station on the Rajputana-Malwa railway to Siwai Mádhopur, was sanctioned in December 1897. Formation and bridgework on the first section, 39 miles, are practically complete and the second section, 34 miles, is well in hand.

Rajpipla railway.—The length, Raj-Pardi to Umalla, was opened for public traffic on the 19th January 1899 and that from Umalla to Amletha is

nearly complete. The remaining portion is well in hand and it is expected that the extension will be opened throughout during June 1899.

Gwalior Light railways.—The construction of the Gwalior-Bhind section has been sanctioned, and it is expected to be opened for public traffic by the end of May 1899.

Principal events.

8. The following were the principal events during 1898-99 :

A memorandum of the revised terms for working the Jammu and Kashmir railway (Native State section) was sanctioned by the Government of India in April 1898.

The question of the re-arrangement of the Delhi station to admit of the traffic of the several railways being dealt with at that place was discussed at a meeting of the representatives of the railways held at Delhi on the 19th April 1898. The matter is still under consideration.

The Conference, which met at Simla in August 1898, considered, as before, the recommendations of the several Local Governments and Administrations and Chambers of Commerce in regard to the railways projected. With the view of perfecting railway communication between areas liable to famine and the ports and granaries of the country, the views of Local Governments in regard to the construction of additional famine protective railways were also considered by the Conference.

With reference to the question of gauge for light commercial feeder lines and for military light lines referred to in the last report, Her Majesty's Secretary of State having recognised the advantages of maintaining an uniform gauge for light railways in rough and mountainous districts, whether for commercial or military purposes, suggested for the consideration of the Government of India the adoption of 2 feet 6 inches as the normal gauge for military requirements. The Government of India have finally decided to adopt 2 feet 6 inches as the gauge for light military lines.

No new railways were sanctioned during the year under the "branch line terms" resolution of 1896, but negotiations in regard to the following branches are in progress :

	Miles.
Bhágalpur-Bausi-Baidyanáth	90
Ahmadpur-Baidyanáth	63
Amritsar-Tarn Taran-Sarhali	30
Kurnool Road branch	36
Sabarmati-Dholka	33
Nadiád-Kapadvanj	28
Chandipur-Taki	39

As regards the lines which appeared in the above list in Part I of the railway administration report for 1897-98, and which do not now appear, it may be stated that negotiations under branch line terms for the construction of the Jullundur-Hoshiarpur railway have for the present fallen through. The Madura-Pamban railway is now to be constructed as an integral part of the South Indian railway, while the Gogri (Mausi)-Baptiahi, Láksám-Noakhali-Ichakhali and Bezwada-Masulipatam railways have been offered for construction at the sole risk of the promoters. The Mutupet-Avadayárkóvil railway will be built from funds raised by the District Board of Tanjore, and negotiations are in progress for the construction of the Coonoor-Ootacamund extension of the Nilgiri railway on the basis of a revised contract for the entire line with a guarantee of gross earnings. The contract for the construction of the Kalka-Simla railway has been executed, but commencement of work was not authorized at the end of the year.

The terms proposed by the Government of India for working a portion of the East Coast State railway, south of Vizianagram, including the Bezwada-Madras State railway by the agency of the Madras Railway Company not having been accepted by the latter, it has been decided on economical grounds to continue to work the line by State agency until the connection of the East Coast State railway with Calcutta is established.

The maintenance of the Southern Punjab railway was taken over by the North Western State railway on the 1st January 1899.

The whole of the Railway Act, except section 135, has been applied to the Tezpur-Balipara, Howrah-Amta, Howrah-Sheakhalla, Tárakeshwar-Magra, and Ranaghat-Krishnagar tramways.

The Maharaja Sindia has, from the 8th March 1899, applied the Railway Act to the Gwalior Light railways.

Capital outlay and cost per mile.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1898 amounted to Rs. 288·55* crores, thus :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores	212.60	73·53	1·71	0·71	288·55

In addition to this, Rs. 0·78 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 289·33.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Crores	201·16	65·43	1·50	268·09

The average cost‡ per mile of railway open was as follows :

Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
1,53,484§	72,417§	35,212

The cost per mile of single track, including sidings, was :

Rs.	Rs.	Rs.
1,17,684	64,107	33,110

Graphic diagrams.

10. The graphic diagrams published with this report show (1) the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1898, and (2) the principal centres of traffic on the several railways in India during 1897 compared with 1896.

Maps showing (1) railways constructed or sanctioned, and (2) railways sanctioned during the administration of the several Viceroys.

11. The maps published with this report show (1) the railways constructed or sanctioned for commencement up to the 31st March 1899 and the gauge of each line, and (2) the railways sanctioned during the administration of the several Viceroys from 1846 to 1898.

Gross earnings.

12. The gross earnings during the calendar year were Rs. 27,46,42,349, against Rs. 25,59,51,692 during 1897 as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . .	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692
1898 . . .	20,59,41,416	6,66,35,828	20,65,105	27,46,42,349
Increase . .	1,68,63,507	13,20,844	5,06,306	1,86,90,657

Of the total gross earnings during 1898, 74·99 per cent. was earned by the standard gauge lines, 24·26 per cent. by the metre gauge, and the balance,

* Including interest on capital during construction, which in the case of the Bengal and North-Western (Company's section), Delhi-Umballa-Kalka, Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways was charged to the capital accounts of those lines.

	Rs.
† As per details in Chapter VII, paragraph 1	297·42 crores.
Deduct—	
Total difference as per foot-note § on the first and second pages of statement No. 17, due to premia on lines purchased	8·09 ,,
Total . .	289·33 ,,

‡ On outlay charged to final heads of account, excluding steam-boat.

§ The mileages on which these are calculated include 1,393·87 miles of standard, and 10·69 miles of metre gauge line laid with two or more tracks. For details see statement No. 32.

0·75 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . .	6,04,85,773	2,53,64,594	10,41,836	8,68,92,203
Goods . .	13,92,95,133	3,85,78,231	9,85,466	17,88,58,830
Miscellaneous, including steam-boat	61,60,460	26,93,003	37,803	88,91,266
TOTAL . .	20,59,41,416	6,66,35,828	20,65,105	27,46,42,349

Passenger traffic.

13. The number of passengers carried as compared with the previous year was as follows:

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1897 . .	94,897,070	55,478,448	888,298	151,263,816
1898 . .	97,239,429	53,134,685	2,210,207	152,584,321
Difference .	+2,342,359	—2,343,763	+1,321,909	+1,320,505

And the passenger-miles:

1897 .	Miles	3,921,890,554	1,985,118,059	23,938,363	5,930,946,976
1898 .	„	3,900,966,053	1,900,408,861	*19,891,795	*5,821,266,709
Decrease .	„	20,924,501	84,709,198	4,046,568	109,680,267

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . .	5,15,53,302	2,40,49,540	†5,91,742	†7,61,94,584
1898 . .	5,19,03,165	2,30,44,546	†9,07,335	†7,58,55,046
Difference .	+3,49,863	—10,04,994	+3,15,593	—3,39,538

The earnings from other coaching traffic were as follows:

1897 . .	99,20,224	23,54,140	97,644	1,23,72,008
1898 . .	85,82,608	23,20,048	1,34,501	1,10,37,157
Difference .	—13,37,616	—34,092	+36,857	—13,34,851

Goods traffic.

14. The aggregate tonnage of goods, material and live-stock carried was 36,350,900 tons against 33,698,617 tons in 1897 as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1897 . . Tons	25,823,367	8,207,721	167,529	33,698,617
1898 . . „	26,974,285	9,147,550	229,065	36,350,900
Increase . . „	1,650,918	939,829	61,536	2,652,283

The goods ton-mileage being:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1897 . . Miles	3,842,273,077	‡966,119,061	5,444,529	‡4,813,836,667
1898 . . „	4,674,224,162	1,053,654,041	§5,507,949	§‖5,733,386,152
Increase . . „	831,951,085	87,534,980	63,420	919,549,485

* Excluding the Jorhát, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Tárakeshwar-Magra and Tezpur-Balipára railways.
† Including the earnings from other coaching traffic on the Jorhát State railway.
‡ Excluding the figures for the Jámnagar railway for the first-half of 1897.
§ Excluding the Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Tárakeshwar-Magra and Tezpur-Balipára railways.
‖ Excluding the Ledo and Tikak-Margherita colliery railway.

The goods earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
1898 . .	13,92,95,183	3,85,78,231	9,85,466	17,88,58,880
Increase . .	1,73,95,705	25,20,221	1,84,128	2,01,00,054

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 21,645,728 tons, or 8·07 per cent. more than in 1897, and the freight received aggregated Rs. 14,81,46,958, being 13·27 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 2,590,747 tons, or 7·73 per cent., and the earnings of Rs. 1,99,15,92?, or 12·61 per cent.

Approximate earnings, first quarter, 1899.

15. The total earnings for the first quarter of 1899 were higher than in the first quarters of 1897 and 1898:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1897	4,93,45,894	1,55,05,669	3,55,109	6,52,06,672
" " " 1898	*5,50,23,295	*1,54,88,865	*3,50,199	*7,08,62,359
" " " 1899	5,64,68,800	1,65,64,200	4,00,300	7,34,33,300

The figures relating to each railway separately will be found in Appendix G.

Working expenses.

16. The total working expenses amounted in 1898 to Rs. 13,06,43,525 against Rs. 12,51,11,631 in the previous year as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . .	9,06,13,396	3,35,77,753	9,20,482	12,51,11,631
1898 . .	9,45,40,914	3,47,24,641	13,77,970	13,06,43,525
Increase . .	39,27,518	11,46,888	4,57,488	55,31,894

The percentage of expenses on gross earnings under the several departmental heads was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance	10·94	12·88	13·51	11·43
Locomotive	15·48	16·02	21·51	15·66
Carriage and wagon . .	5·03	4·34	5·77	4·87
Traffic	7·68	9·01	12·52	8·04
General	4·14	7·35	11·55	4·97
Steam-boat, special and miscellaneous, and rent of leased lines	2·11	2·09	1·50	2·10
Contribution to Provident Fund	0·53	0·42	0·37	0·50
TOTAL .	45·91	52·11	66·73	47·57

Net earnings.

17. The net earnings realised were Rs. 14,39,98,824 against Rs. 13,08,40,061 in 1897 as under:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1897 . . .	9,84,64,513	3,17,37,231	6,38,317	13,08,40,061
1898 . . .	11,14,00,502	3,19,11,187	6,87,135	14,39,98,824
Increase . . .	1,29,35,989	1,73,956	48,818	1,31,58,763

* Revised figures.

Return on capital.

18. The statistical return on the capital expenditure* on open lines, including steam-boat service and suspense accounts, compares as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
	Rs.	Rs.	Rs.	Rs.
1897 . . .	5·03	5·05	6·21	5·04
1898 . . .	5·53	4·89	4·58	5·37

Financial results.

19. The financial results to the State of working the Indian railways for the financial year 1898-99 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1898-99 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

	1897-98.	1898-99.
	Rs.	Rs.
Losses—		
Guaranteed railways	1,28,59,940	63,38,000
State railways, military, open . . .	54,77,380	56,03,000
State railways, military, unopen . . .	6,92,200	7,69,000
State railways, commercial, open . .	8,55,460	8,53,000
State railways, commercial, unopen . .	14,42,820	4,18,000
TOTAL LOSSES .	2,13,27,800	1,39,81,000
Gain—		
State lines leased to companies . . .	*—85,40,080*	*—94,95,000*
State lines worked by companies . .	1,70,00,720	1,72,74,000
GAIN .	84,60,640	77,79,000
APPARENT NET LOSS .	1,28,67,160	62,02,000
Add—Charges debited to—		
39—Guaranteed companies—Land and supervision	1,59,110	4,47,000
40—Subsidised companies—Land interest and subsidies	11,37,600	14,91,000
41—Miscellaneous railway expenditure . .	1,62,290	6,41,000
TOTAL APPARENT CHARGE .	1,43,26,160	87,81,000

The interest charges for the East Indian, Eastern Bengal and North Western railways for 1897-98 include annuities paid in England, which comprise a contribution of about 37¾* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1897-98 in connection with the entire Indian railway system will stand at about 105½ lakhs of rupees. The contribution on account of sinking funds in 1898-99 amounted to about 37½† lakhs, and deducting this amount in the same way, the net charge to the State will amount to about 50⅛ lakhs of rupees.

	Lakhs.
* East Indian railway	23·03
Eastern Bengal railway	2·62
North Western railway	12·08
	37·73
† East Indian railway	22·92
Eastern Bengal railway	2·60
North Western railway	12·00
	37·52

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1897-98 would be about 75 lakhs, and in 1898-99, about 21¼ lakhs of rupees.

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s.* 10*d.* the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over 2½ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4¾ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1897-98 gives a percentage of about 6½ on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a charge of Rs. 26,84,820 in the year 1897-98 instead of a charge of Rs. 1,28,59,940 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1898-99 will be found in statement No. 5.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1897-98.

Classification No.	RAILWAY.	Capital raised to the end of 1897-98.	Capital withdrawn to the end of 1897-98.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98, less share of surplus profits paid to companies.	Gain or loss (+ or −).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XIX	GREAT INDIAN PENINSULA	25,732,515	25,663,956	1,190,101	1,86,02,700	20,260	1,86,22,960	99,93,510	*−86,29,450*
XX	BOMBAY, BARODA AND CENTRAL INDIA.	9,514,448	9,757,776	433,271	67,72,540	43,540	68,16,080	51,22,110	*−16,93,970*
XXI	MADRAS	11,261,888	11,151,905	581,412	83,06,610	25,190	83,31,800	57,95,280	*−25,36,520*
	TOTAL	46,508,851	46,573,637	2,154,784	3,36,81,850	88,990	3,37,70,840	2,09,10,900	*−1,28,59,940* (a)

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 1,59,110) met by Government in 1897-98.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.)

Results to the State of working for the official year 1897-98.

Classification No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vict., cap. 5, to the end of 1897-98.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98, less share paid to companies.	Gain or loss (+ or −).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL CENTRAL	1,000,000	1,18,35,260	33,750	5,27,560	...	5,27,560	3,70,500	−1,57,060
III & LXXXI	BENGAL-NÁGPUR	8,373,128	13,46,65,120	271,974	42,51,280	7,36,670	49,87,950	29,82,280	−20,05,670
IV	INDIAN MIDLAND	7,342,275	9,83,80,880	251,743	39,35,040	1,49,470	40,84,510	25,60,700	−15,23,810
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	160,837	(a)42,78,250	...	...	1,57,010	1,57,010	3,64,040	+2,180
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SEEAMAU RAILWAYS PRIOR TO TRANSFER	...	51,21,140	...	...	2,04,850	2,04,850		
XLIV	SOUTHERN MAHRATTA	(b) 6,703,207	(b) 8,11,72,050	222,899	34,84,180	...	34,84,180	17,96,010	−23,51,310
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION	...	1,65,78,410	...	...	6,63,140	(c) 6,63,140		
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	1,224,000	1,48,40,880	48,000	7,50,300	...	7,50,300	5,66,340	−54,060
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY	...	...	...	...	−1,29,900	−1,29,900		
XLIX	ASSAM-BENGAL—PART I	...	33,16,520	...	...	1,28,340	1,28,340	1,67,900	−20,67,040
	ASSAM-BENGAL—PART II	2,313,135	3,65,59,340	71,250	11,13,720	...	11,13,720		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48"	...	2,81,35,260	...	...	9,92,880	9,92,880		
L	BURMA—COMPANY'S ACCOUNT	1,836,462	1,18,12,200	50,297	7,86,200	...	7,86,200	34,94,960	−4,03,100
	BURMA—GOVERNMENT ACCOUNT	...	7,69,17,900	...	...	31,11,860	31,11,860		
	GOVERNMENT SHARE OF SURPLUS PROFITS OF THE ROHILKUND AND KUMAON RAILWAY TO THE END OF THE YEAR 1895 TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF INTEREST	...	...	−1,266	−19,790	...	−19,790	...	+19,790
	TOTAL	28,953,044	52,35,63,710	948,647	1,48,38,490	60,14,320	2,08,42,810	1,23,02,730	−85,40,080

(a) Including outlay from advances made in India.
(b) Including the Bellary-Kistna section since the date of transfer from the State, *viz.*, the 1st January 1888.
(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1897-98.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98.	Gain or loss (+ or −).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Commercial lines and collieries.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic or working.							
XII	NORTH WESTERN— COMMERCIAL SECTION	(a) 33,94,30,000	571,676	89,35,970	79,69,060	1,69,05,030	1,62,86,790	*−6,18,240*
XIII	HYDERABAD SHADIPALLI	18,37,800	...	...	73,350	73,350	65,250	*−8,100*
XIV & LII	OUDH AND ROHILKHAND	11,88,44,940	327,062	51,12,370	6,08,350	57,20,720	42,05,890	*−15,14,830*
XV & LI	EASTERN BENGAL	(a) 12,51,02,330	155,594	24,32,120	34,84,250	59,16,370	86,37,910	*+27,21,540*
IX & XVII	EAST COAST (b)	5,83,35,130	...	...	23,21,430	23,21,430	9,48,590	*−13,72,840*
LXXXII	JOBHÁT	9,02,650	...	...	35,960	35,960	25,530	*−10,430*
	CHÉBRA-COMPANYGANJ	7,69,120	...	...	30,860	30,860	*−62,920*	*−93,780*
	UMARIA COLLIERY	11,91,260	...	...	47,150	47,150	7,830	*−39,320*
	WARORA COLLIERY	18,56,630	...	...	75,790	75,790	1,56,330	*+80,540*
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL)	64,82,69,860	1,054,332	1,64,80,460	1,46,46,200	3,11,26,660	3,02,71,200	*−8,55,460*
	2. Unopen lines and miscellaneous charges.							
XI	AGRA-DELHI CHORD	61,930	...	...	1,870	1,870	...	*−1,870*
XVIII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION)	1,64,68,110	...	...	5,19,340	5,19,340	...	*−5,19,340*
	RAJBÁRI-FARÍDPUR (EASTERN BENGAL)	5,68,690	...	...	11,840	11,840	...	*−11,840*
	RAE BARELI-BENARES	76,24,820	...	...	2,16,250	2,16,250	...	*−2,16,250*
	GÓDÁVARI BRIDGE (EAST COAST)	15,37,780	...	...	34,210	34,210	...	*−34,210*
	LYALLPUR-KHÁNEWAL	13,07,610	...	...	27,360	27,360	...	*−27,360*
	JULLUNDER-HOSHIÁRPUR	15,510	...	...	650	650	...	*−650*
	LUDHIÁNA-FEROZEPUR	28,310	...	...	1,020	1,020	...	*−1,020*
	KOTRI-ROHRI CHORD LINE	1,20,87,580	...	...	4,62,070	4,62,070	...	*−4,62,070*
	KOTRI-ROHRI, INDUS BRIDGE	16,94,880	...	...	53,660	53,660	...	*−53,660*
	STORES SUSPENSE BALANCES	3,83,350	...	...	32,790	32,790	...	*−32,790*
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,190	...	...	4,770	4,770	...	*−4,770*
	COOCH BEHAR-SANTRABÁRI	80,220	...	...	1,660	1,660	...	*−1,660*
LIII	SHADIPALLI-BÁLOTRA (BRITISH SECTION)	26,760	...	...	910	910	...	*−910*
	NÁGPUR-CHHATISGARH DEPRECIATION ACCOUNT	6,57,030	...	...	26,280	26,280	...	*−26,280*
	RUNGPUR-DHUBRI (TEESTA BRIDGE)	1,08,470	...	...	2,170	2,170	...	*−2,170*
	VIZAGAPATAM-RAIPUR*	2,45,040	...	...	9,800	9,800	...	*−9,800*
	BILASPUR-ETÁWAH SURVEY*	75,140	...	...	3,000	3,000	...	*−3,000*
	RÁNAGHAT-BHAGWÁNGOLA*	3,02,440	...	...	12,090	12,090	...	*−12,090*
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,070	...	...	21,080	21,080	...	*−21,080*
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL), ETC.	4,39,19,930	...	...	14,42,820	14,42,820	...	*−14,42,820*
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	69,21,89,790	1,054,332	1,64,80,460	1,60,89,020	3,25,69,480	3,02,71,200	*−22,98,280*

(a) Capital outlay—	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
Commercial section as above	33,94,30,000	48,23,90,300	12,51,02,330
Military section as in statement No. 3-A	14,29,60,300		
Deduct premium	...	2,93,39,040	1,13,64,370
Amount shown as capital in the published finance accounts of the Government of India		45,30,52,260	11,37,37,960

(b) Includes the Bezwada extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.

* Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST CHARGES FOR 1897-98.				Net receipts for 1897-98.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Military lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic.							
XI	NORTH WESTERN— MILITARY SECTION* . .	14,29,60,300	...	...	57,17,020	57,17,020	2,39,640	—*54,77,380*
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,29,60,300	...	...	57,17,020	57,17,020	2,39,640	—*54,77,380*
	(2) Unopen lines, etc.							
	MARI-ATTOCK	1,37,78,770	...	...	5,01,860	5,01,860	...	—*5,01,860*
	FRONTIER RAILWAY RESERVE MATERIAL	43,91,150	...	...	1,75,680	1,75,680	...	—*1,75,680*
	PESHAWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	—*14,710*
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,85,32,680	...	...	6,92,200	6,92,200	...	—*6,92,200*
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY) . .	16,14,92,980	...	...	64,09,220	64,09,220	2,39,640	—*61,69,580*
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY) .	85,36,32,770	1,054,332	1,64,80,460	2,24,98,240	3,89,78,700	3,05,10,840	—*84,67,860*

* Including the line from Ruk to Chaman and the Quetta loop, Sibi to Bostán *viâ* Bolan and Quetta; the Sind-Sagar line from Lálá Musa to Sher Shah junction with branches; and the lines from Golra to Khushálgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, the Mianwáli-Mári branch railway and the Mushkaf-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1897-98.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1898.	INTEREST AND ANNUITY CHARGES FOR 1897-98.				Net receipts (less surplus profits paid to shareholders) for 1897-98.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs. (a)	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	43,62,79,500 (b)	1,506,247	2,35,44,450	28,73,310	2,64,17,760	3,93,12,770	+1,28,95,010
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,67,130	...	...	94,260	94,260	61,130	—*33,130*
VII	WARDHA COAL	49,96,330	...	...	1,99,850	1,99,850	58,540	*1,41,310*
VIII	DHOND-MANMÁD . . .	1,14,07,310	...	...	4,55,940	4,55,940	2,81,280	—*1,74,660*
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS) . .	5,97,590	...	...	23,590	23,590	23,480	—*110*
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . .	2,61,22,670	...	...	10,39,800	10,39,800	18,16,800	+7,77,000
	TIRHOOT EXTENSIONS . .	60,44,360	...	...	1,52,400	1,52,400	...	—*1,52,400*
VI & XLI	RAJPUTANA-MÁLWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ .	15,05,58,770	...	...	60,69,810	60,69,810	98,14,260	+37,44,450
XLII	PÁLANPUR-DEESA . . .	2,33,270	...	...	9,330	9,330	12,270	+2,940
XLIV	GUNTAKAL-MYSORE FRONTIER .	59,02,620	...	...	2,36,080	2,36,080	2,65,160	+29,080
XLVI	SOUTH INDIAN	8,32,69,280 (c)	176,635	27,61,020	10,59,770	38,20,790	38,65,430	+44,640
XLVII	MÁYAVARAM-MUTUPET . .	24,97,050	...	...	99,330	99,330	1,08,540	+9,210
	TOTAL .	73,02,75,880	1,682,882	2,63,05,470	1,23,13,470	3,86,18,940	5,56,19,660	+1,70,00,720

(a) Capital as above . . . . . Rs. 43,62,79,500
Deduct premium 6,55,00,000
Amount shown as capital in the published finance accounts of the Government of India 37,07,79,500

(b) Including Rs. 60,370 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above . . . . . Rs. 8,32,69,280
Deduct premium 98,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,33,76,510

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES EXCLUDING
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Capital expended.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59 to 1876-77	40,679,454	28,548,752	50,111,055	21,562,303	28,538,284	2,296,760	6,160,899	3,864,139	9,734,320
1877-78	41,301,759	2,327,993	2,331,834	3,841	31,429,069	931,597	1,539,457	607,860	11,502,783
1878-79	41,682,705	1,619,109	2,473,255	854,146	33,173,146	805,422	1,693,385	887,963	13,462,694
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,260	808,647	15,499,419
1880-81	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,899,329	528,997	17,282,260
1881-82	42,075,110	2,343,565	2,496,263	152,698	41,093,385	1,120,266	2,000,945	880,679	19,238,660
1882-83	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,697	2,137,094	2,539,530	402,436	45,068,279	1,360,863	2,155,659	794,796	22,807,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(a)49,315,639	1,538,771	2,244,336	705,565	27,262,817
1885-86	43,682,117	2,503,229	2,761,684	258,455	(b)57,441,360	1,928,223	2,568,277	640,054	30,053,692
1886-87	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,532	34,252,218
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89	44,343,227	2,742,916	3,105,916	363,000	(c) 68,551,352	1,829,123	3,243,347	1,414,224	42,998,060
1889-90	44,628,363	2,521,976	3,084,675	562,699	70,419,934	2,322,253	3,203,214	880,961	46,493,037
1890-91	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,388	(e)54,991,610
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,746,832
1892-93	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,809,574
1894-95	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96	45,912,510	2,773,731	3,906,675	1,032,944	87,146,715	3,307,013	4,166,192	859,179	65,081,249
1896-97	46,174,078	2,186,862	3,597,232	1,410,370	83,007,803	2,529,708	3,880,893	1,351,185	77,262,614
1897-98	46,573,637	2,091,090	3,377,084	1,285,994	85,368,277	3,051,084	3,897,870	846,786	81,756,009
1898-99-Revised estimate	47,278,037	2,620,800	3,254,600	633,800	87,587,777	3,154,700	3,919,000	764,300	86,179,409
TOTAL	...	80,707,519	115,811,384	35,103,865	...	46,023,545	70,622,028	24,598,483	...

(a) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under:

	£
Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,415,575

(b) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,804
TOTAL	14,009,124

(c) Includes £10,336,040 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) Interest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 4½ per cent. is paid by the State.

(e) Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

	£
Debt created for redemption of share capital	4,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,692,557

This figure differs from the purchase-money entered in the Finance and Revenue accounts of the Government of India, in which £1,000,000 received from the company is treated as reduction of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against State railways from 1880-81

No. 5.

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway system of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (*f*)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Gain to the State.		39. Guaranteed companies. Land and supervision.	40. Subsidised companies. Land, interest and subsidy.	41. Miscellaneous railway expenditure.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,919,435	...	120,951	28,491,178
299,063	489,365	190,282	30,759,994	2,455,714	1,715,835	740,379	61,604	66,420	...	22,126	150,150
241,113	578,218	337,100	31,231,420	1,928,410	1,818,732	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(*g*) 37,779,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,989	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,883,538	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,366,194
967,911	1,042,126	74,215	39,110,477	2,080,972	2,072,270	958,702	312,745	67,326	54,573	—129,405	305,239
915,207	1,170,640	255,433	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,226,267	621,038	508,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,891,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,331	2,062,993	598,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,321,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,481	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,876,332	977,497	171,417	19,357	33,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,624	667,492	1,799,463	29,423	29,026	—10,860	1,847,052
2,434,981	2,648,399	213,418	47,079,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,688,448	3,233,772	545,324	42,338,581	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
2,860,962	3,304,399	443,437	43,627,950	3,931,277	2,641,776	1,289,501	1,286,716	15,911	113,760	16,229	1,432,616
2,884,500	3,314,600	430,100	45,077,950	3,780,300	2,572,300	1,208,000	620,200	44,700	149,100	64,100	878,100
34,219,390	42,393,362	8,173,972	...	75,861,166	59,217,096	16,644,070	51,232,250	3,978,456	865,807	1,658,248	57,734,761

(*f*) Includes the following amounts for advances and repayments of advances of interest.

	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79. Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,907	34,154	45,239	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	32,994	17,883	34,954	41,694	25,252	24,063	14,969	45,300
Net	2,426	12,383	30,905	44,621	—119	—1,616	—24,764	—42,768	—49,103	—31,480	—32,994	—17,883	—34,954	—41,694	—25,252	—24,063	—14,969	—45,300

(*g*) This sum is arrived at thus:

Capital of the East Indian Railway at time of purchase	£26,200,000
25 per cent. premium thereon	,, 6,550,000
Debentures and debenture stock	,, 4,450,000
Outlay subsequent to purchase	Rx. 154,248
Outlay on the Dildarnagar-Ghazipur, Nalhati and Patna-Gya railways	,, 425,348
TOTAL	Rx. 37,779,596

* Of these amounts, £27,623,886 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity." and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways during the official year ending on the 31st March 1899 :

East Indian Railway (standard gauge).

Open line.

2. At mile 254½, where the line was breached last year, a flood opening consisting of five spans of 20-foot girders has been constructed. The strengthening of bridges No. 94 at Satgong, mile 7½, 18 spans, No. 215 at mile 158¾ on the loop line, 2 spans, and No. 257 at mile 177½ on the loop line, 5 spans, all 28-foot girders, has been completed during the year. The work on the new carriage and wagon shops at Lillooah is now advancing steadily. Substantial progress has been made with earthwork for the new locomotive yards at Burdwan and Moghal Sarai. The new works at Gya to provide for the entrance of the South Behar (Luckeeserai-Gya) railway and Moghal Sarai-Gya extension will be completed by the time the lines are ready for opening. A commencement has been made on the new station at Luckeeserai. The extensions at Ondál Junction have been completed, and the two large traffic yards at Ásansol for marshalling and receiving up and down goods trains, respectively, are nearing completion.

The Háthras City branch, 5·61 miles, was completed and opened for passenger traffic on and from the 10th January 1899. The Maharajpur Ghát branch, 3·15 miles, was completed on the 30th November 1898.

Moghal Sarai-Gya extension.

On the Moghal Sarai-Gya extension, 125·48 miles in length, the earthwork and bridging (with the exception of the Soane bridge) has practically been completed. At the Soane bridge (93 spans of 100 feet), 166 wells have been built, 148 sunk, 50 piers finished and 29 spans of girders erected. The permanent-way is laid throughout, and stations and buildings are in progress and are about one-third finished. With the exception of the Soane bridge, it is expected that this extension will be ready to be opened for traffic by the end of June 1899, and the Soane bridge itself by March 1900.

Barun-Daltonganj extension.

The Bárun-Daltonganj branch runs from Bárun, 49½ miles from Gya, on the Mohgal Sarai-Gya line *viâ* the east bank of the river Soane, to Daltonganj, and is to serve the coal-fields at the latter place. The total length is 78·32 miles. The construction of the line was sanctioned in February 1899. Acquisition of land is in progress and earth-work has been started.

South Behar (Luckeeserai-Gya) Railway (standard gauge).

3. On this railway, extending from Luckeeserai to Gya, a distance of 78·83 miles, all works are nearing completion, and, with the exception of the Phalgu bridge, over which a diversion has been laid, the line will probably be opened for traffic shortly. The Phalgu bridge, which consists of 18 spans of 100 feet, will probably be ready for traffic by the end of July 1899.

Bengal Central Railway (standard gauge).

4. Arrangements for turning engines and for watering them at Dum-Dum Cantonment station were in progress. The ballasting of those portions of the line which were not originally sufficiently ballasted has been nearly completed. The work in connection with providing siding accommodation at Dum-Dum Junction station for goods wagons has nearly been completed. The construction of a siding from Dum-Dum Cantonment station to the Small Arms and Ammunition Factory, sanctioned in August 1898, was in progress.

Bengal-Nágpur Railway (standard gauge).

5. The new junction of the Bengal-Nágpur railway with the Indian Midland railway at Katni Murwara was opened for public traffic in January 1899.

Sini-Khargpur-Howrah and Khargpur-Cuttack extensions.

Work on the Sini-Khargpur-Howrah and Khargpur-Cuttack extensions was well advanced, the first section from Sini to Khargpur, 99½ miles in length, having been opened for goods traffic on the 1st June 1898, the Khargpur-Kola and Khargpur-Balasore sections, 107·25 miles, on the 17th December 1898 and the Balasore-Barang (Cuttack Road) section, 116·78 miles, on the 10th January 1899. All these sections were opened for passenger traffic also during the year. On these sections, some of the large bridges, *viz.*, Cossye, Burabolang, Brahmini, Byturni, Mahanadi, Katjori and Kuakhie are not yet complete and the traffic is being carried over diversions. The caissons of the Roopnarain bridge have all been pitched, and the piers, with the exception of three, are ready for girder erection; the construction of the other large bridges, are progressing rapidly. Work on the remaining section, from Kola to Howrah, is in progress and, it is expected, will be completed during 1899-1900.

Khargpur-Midnapore branch.

In January 1899, sanction was given to the construction of a branch line from Khargpur Junction to the town of Midnapore, a distance of 8 miles, with a bridge of 11 or 12 spans of 100-foot griders over the Cossye river. Work has been commenced and arrangements made for the well curbs for the bridge.

Raipur-Dhamtari branch.

Work on the Raipur-Dhamtari feeder line, 2′ 0″ gauge, is in progress; earthwork is completed except on the bridge approaches, and permanent-way has been laid for several miles out of Raipur. Arrangements for accommodation of the feeder line traffic at the present Raipur station are under settlement.

Indian Midland Railway (standard gauge).

6. On the open line, about 3 miles of track of timber sleepers on the Agra-Gwalior section (old Scindia railway) have been renewed with Indian Midland railway cast-iron pot sleepers.

Work was in progress on the Saugor-Katni extension throughout the year. The remaining section from Damoh to Katni, a distance of 68·21 miles, was opened for traffic on the 1st January 1899.

Bína-Goona Railway (standard gauge).

Goona-Baran extension.

7. This extension is practically complete. The rails were laid into Bárán before the monsoon of 1898, and all girders except on the Parbatti bridge had been erected. The Parbatti bridge, eleven 100-foot spans, is now complete; rails have been laid across and trains are running over the bridge. Some work still remains to be done at stations in completing buildings and quarters, but the line is now fit for all descriptions of traffic and will probably be opened shortly.

Bhopal-Ujjain Railway (standard gauge).

8. Most of the works required to complete the line when it was handed over for working to the Indian Midland railway have been completed, except ballasting and a few minor works, which are still in progress.

Bhopal-Itársi Railway (standard gauge).

9. The renewals of 51 miles of track of Bhopal State railway 62lb. rails and fittings with the Indian Midland railway type of 80lb. steel rails and fittings have been taken in hand.

North Western State Railway system (standard gauge).

10. The ballasting of the Kotri-Rohri railway, which was about half done when it was made over to the North Western State railway on the 1st July 1897, has been steadily proceeded with, and is now very nearly complete. The work of ballasting on the Sind-Sagar and Wazirabad-Lyallpur sections was also well in hand. A good deal of work has been done at the Samásata and Bhátinda stations during the year, in connection with junction arrangements with the Southern Punjab railway at those stations. The re-modelling of the Lahore station yard on an extensive scale has been started. An overhead foot-bridge at the level crossing near the Lahore workshops has been completed and brought into use during the year. A new crossing station, called Mánánwálá, was opened at mile 861-D, between Jandiála and Amritsar. The flag station, named Budho, situated between Hasan Abdál and Sarai Kála, has been converted into a crossing and watering station. New quarry sidings were laid at Pái Khel and Baghanwala, and a troop siding with a platform, 600 feet long, and a small office for Military Department, including 2 latrines, have been provided at Kiámári. The market siding and goods station at Lyallpur have been completed, and the stations on the Wazirabad-Lyallpur railway fenced. A patent fuel factory has been established at Haranpur. Certain additions and alterations have been carried out in Amritsar and Lyallpur goods and station yards. A new copper-smith shop and four new erecting pits have been constructed in the old copper-smith shop at Lahore. The retired bund at Chenab West Bank was completed. Another bund diverting the Bakrala river at mile 947 on the Ráwalpindi district, has also been completed. It was, however, breached by heavy floods and steps were promptly taken to repair the damages. Distant, home and starting signals have been provided at all double line stations between Kotri and Kurrachee and interlocked.

Open line.

The down main line from Kiámári to Kurrachee City, 3 miles, was opened on the 30th May 1898. This completed the opening of the whole of the double line between Kiámári and Kotri.

Doubling the main line between Kiamari and Kotri.

The abutments and all piers of the Indus bridge have been completed and two spans of girders have been erected.

Indus bridge, Kotri.

Work was commenced on the Lyallpur-Toba Tek Singh section in February 1897. It has been completed and will probably be opened for traffic shortly.

Lyallpur-Khanewal extension.

On the section from Toba Tek Singh to Khánewal, work is nearly finished, with the exception of the Ravi bridge, which is now well in hand, and platelaying, which is at present in abeyance owing to second-hand rails not being available.

Work on the Mári-Attock railway, including the diversion to Campbellpur cantonment, has practically been completed. Rapid progress was made on the construction of the Sohan bridge. Other works remaining to be done, enumerated in last year's report, were vigorously pushed to a conclusion and the line was opened for traffic on the 1st April 1899.

Mari-Attock railway.

Through railway communication up the left bank of the Indus from Kotri to Attock has been thus effected, and the cantonment of Campbellpur now possesses a railway station instead of being 3½ miles distant from one.

Hyderabad-Shadipalli-Bálotra Railway (metre gauge) and Hyderabad-Rahoki section of the North Western State Railway (standard gauge).

11. In December 1898, it was decided to convert the entire length of the existing standard gauge line from Hyderabad to Shadipalli to the metre gauge and to construct a new standard gauge line from Hyderabad to Rahoki, which would thus complete the Rohri-Kotri connection.

The work of conversion is being purposely postponed at present on the Hyderabad-Shadipalli section until the work on the Shadipalli-Bálotra line is further advanced.

Conversion of the Hyderabad-Shadipalli section.

Hyderabad-Rahoki section.

On the Hyderabad-Rahoki new standard gauge section, 6·25 miles, work is in progress, the principal work being the Fuleli bridge, 4 spans of 60 feet, the well foundations of which are approaching completion.

Shadipalli-Balotra railway, British section.

On the British section of the Shadipalli-Bálotra line, earthwork is approaching completion between Shadipalli and Chhor (on the border of the desert) and bridging is half finished. From Chhor to the Jodhpore frontier, which is being constructed by the Jodhpore railway authorities, earthwork has been nearly completed, except on a length of eight miles on which water is not at present easily obtainable.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

12. The ballasting of the main line was completed in September 1898, and the maintenance of the line made over to the North Western State railway from the 1st January 1899.

Narwana-Kaithal branch, 23·38 miles.

The construction of a branch from Narwana to Kaithal was commenced in May 1898, and it was opened for goods traffic on the 1st February and for public traffic on the 8th March 1899.

Oudh and Rohilkhand State Railway (standard gauge.)

13. During the year, 22 miles of the line were relaid with 75lb steel rails, 35,184 broken cast-iron pot sleepers of the old pattern were replaced by cast-iron pot sleepers of the new pattern (Walton's pots and plates) and 8,784 Walton's pattern of cast-iron pots and plates were laid in during the work of re-spacing. Up to the end of the year, 238·43 miles of line were fully ballasted either with kunkur, stone or shingle. Of this length, 45·45 miles are on the Cawnpore branch and the balance, 192·98 miles, on the main line above Lucknow. The main line between Lucknow and Benares is fully ballasted with kunkur. Progress on the renewal or strengthening of weak girders up to the same date was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 98 of 30 feet, 1 of 31 feet, 28 of 40 feet, 28 of 60 feet, and 10 of 66 feet renewed; and 4 spans of 10 feet, 43 of 15 feet, 74 of 30 feet, and 2 of 60 feet duplicated. Of these, 1 span of 31 feet, 15 of 60 feet, and 10 of 66 feet were renewed, and 2 of 60 feet duplicated during the year.

As reported last year, the Rae Bareli-Benares section, 138·39 miles in length, was opened for traffic on the 4th April 1898. This length has been incorporated in the Oudh and Rohilkhand State railway system from that date, and since the 1st November 1898 has formed a section of the main line between Benares and Lucknow. All works in connection with this section that were incomplete on the 4th April 1898 have since been finished. The provision of additional waterway in the Ramgunga valley, consisting of 16 spans of 30-foot and 8 spans of 20-foot girders, has now been completed; work in connection with the Benares City extension is in hand; and, in order to meet the requirements of both the Oudh and Rohilkhand State and the Bengal and North-Western railways, the remodelling of the Benares Cantonment station has been commenced.

Ghaziabad-Moradabad Railway (standard gauge).

14. The construction of a railway, 87·05 miles in length, on the 5′ 6″ gauge, was sanctioned in April 1897, and orders to proceed with the work were issued in October 1898. The staff was at once organized and arrangements made for acquiring the land and starting the earthwork, brick and lime manufacture, &c. By the end of March 1899, the bulk of the earthwork was completed and the arrangements for bridge construction sufficiently advanced to allow of the work being started on an extensive scale. The most important work on the line is the Ganges bridge at Gurmukhtesar, 11 spans of 200 feet, of which the well-sinking of 3 piers was in progress.

It is expected that the railway, with the exception of the Ganges bridge, will be completed by the 31st March 1900, and the bridge itself, if the girders are received in time, by the 30th June 1900.

Hardwar-Dehra Railway (standard gauge).

15. Earthwork generally has made good progress, but a deep rock-cutting at the Re Nadi is likely to delay platelaying unless the Pathan labourer can be induced to work through the rains. Both tunnels at Hardwar have been lined throughout and completed. The masonry of all the large bridges has been completed, except the Suswa and Re Nadi bridges which are in progress.

The minor bridges are all practically complete except those requiring girders, the delivery of which has been much delayed owing to the iron-workers' strikes in England. Ballasting is well in hand and 5 miles of platelaying has been done. Work in connection with the stations, staff quarters and station machinery is progressing satisfactorily.

Eastern Bengal State Railway system (standard, metre and special gauges).

Open line.

16. On the open line, 27·15 miles were re-laid with 50-lb. steel rails and 0·39 mile of 40-lb. iron rails replaced with 41¼-lb. steel rails on the Northern section, and on the Eastern and Southern sections, 9·82 miles were re-laid with 75-lb. steel rails. The particulars of relaying with steel rails up to date are detailed below:

		Miles.	Miles.
Total length re-laid on the Northern section	with 50 lb. rails	166·83	
	„ 41¼ „	10·80	
			177·63
Total length re-laid on the Eastern and Southern sections			129·28

The following works are in progress: block stations between Calcutta and Canal Junction, Dum-Dum Junction and Belghurriah, Barrackpore and Ichhápur, and Shámnagar and Kánkinára; additions and alterations to the general offices at Sealdah; alteration to the Beliaghata yard in order to enable it to be re-opened as a terminus for passenger station; interlocking the yard at Barrackpore; making the siding, 8,600 feet in length, from Ránaghat station to the left bank of the Churni river; crossing stations between Gopálpur and Málánchi, and Nattore and Madhnagar; further additions and alterations proposed in the Naihati yard; strengthening the bridges from Kidderpore to Dámukdia and Porádaha to Goalundo; five new sidings at Canal Junction; additions and alterations to sidings in the station yard required for joint working at Naihati; additions and alterations to the Katihár yard in view of junction with the Bengal and North-Western railway; provision of additional sidings, staff quarters, etc., at several other stations; additions and alterations to the foreshore at Chitpore, which gives a clear run round for the Port Trust railway and two dead sidings for the Eastern Bengal State railway at the same place; ballasting 6 miles further of the Porádaha branch; and providing guard rails to level-crossings between Porádaha and Goalundo.

The damages done to the line and works by the earthquake of the 12th June 1897 have been practically repaired, with the exception of making up the ballast supply and re-building the Rutnai bridge on the Teesta-Moghálhat section. These will probably be all completed before the next floods.

Extensions to the Ganges from Belgachi and Panchooria.

The Belgáchi Ghát line was re-opened for traffic on the 27th October 1898, and the line from Panchooria Junction to the Ganges is in progress.

Doubling the line.

The double line between Shibnibash and the Ichamutty bridge was opened for traffic on the 15th November 1898, and the double line between Comar bridge and Álámdánga is in progress.

Teesta bridge at Kaunia.

The survey for the Teesta bridge has been completed, and land acquired. Three-fourths of the earthwork in the approaches has been finished while the protection bunds have also been nearly completed; 125 lineal feet of well sinking has been completed out of a total for the whole bridge of 840 feet. All the plant for well sinking has been obtained, and what is required for the erection of ironwork

has been indented for on England. Permanent-way materials for the 4 miles of approaches to the bridge have been indented for.

Rajbari-Faridpur branch.

The portion from Panchooria to Shivarampur, 7·19 miles, was opened to traffic on the 20th October 1898 and the portion from Shivarampur to Faridpur, 7·40 miles, on the 1st April 1899.

Brahmaputra-Sultanpur Railway (metre gauge).

17. The work in connection with the construction of the Brahmaputra-Sultanpur branch railway, 59·70 miles, is well in hand. The first portion from Santahar (Sultanpur) to Bogra, 24·85 miles, was open to traffic on the 1st April 1899. The remaining two sections, Bogra to Sonatola and Sonatola to Fulchhari (Kamarjani), will probably be ready in October 1899 and March 1900, respectively.

Mymensingh-Jamalpur-Jagannathganj Railway (metre gauge).

18. The section of the line from Mymensingh to Singhjani (Jamalpur), 33·07 miles, was opened to traffic on the 1st November 1898. The construction of the remaining portion of the line, *viz.*, from Singhjani to Jagannathganj, 21·93 miles, is well in hand. The earthwork has nearly been completed. The only bridge of importance is the one over the Jhenai, 4 spans of 60 feet, with masonry abutments and piers resting on wrought-iron oval well curbs sunk 30 feet below low-water level. The pier founds have been sunk and abutment founds half sunk, and the girders have already been obtained from the North Western State railway. Sleepers have all been collected. The platelaying is being carried out from both ends, and about half the length has been completed. The section will probably be ready for opening to traffic in October 1899.

Cooch Behar Railway (2′ 6″ gauge).

19. The damages done to the line and works by the earthquake of 12th June 1897 have been repaired.

Open line.

Extension to Cooch Behar town.

The extension of the line, 3·22 miles, from the river Torsa or Manshâhi Junction to the city of Cooch Behar, was opened to traffic on the 15th December 1898, with a temporary diversion over the Torsa. The permanent bridge proposed for the Torsa river is 7 spans of 80 feet on masonry abutments and screw pile piers. Great difficulty has been experienced in clearing the site of the piers of the *debris* of piles and scaffolding put up last year, which were thrown down by a sudden rise in the river.

Santrabari extension.

The construction of the line from Cooch Behar to Santrabari is well in hand. The portion within the Native state was opened for traffic on the 15th April 1899, while the extension to Jainti in British territory will probably be ready to open for traffic in December 1899.

Calcutta Port Commissioners' Railway (standard gauge).

20. The doubling of the railway at Fort Point has been completed and the double line was opened to traffic during the year.

East Coast State Railway (standard gauge).

21. The extension of the Puri branch from the old Puri station to the new Puri terminus was completed and opened for traffic on the 1st June 1898. The raising of three and a half miles of bank from mile 124½ to 128, which was nearly topped during the floods of 1897, has been put in hand. The new low level ferry sidings at the Gódávari have been worked since the middle of November 1898, enabling transhipment of wagons to go on without breaking bulk for 7 months this year, as against four last year. A landing and shipping platform at the Vizagapatam wharf has been completed by the railway, from

funds supplied by the Port. Sanction has been given to certain works being carried out in connection with the junction arrangements with the Parlákimedi Light railway at Naupada station yard and the works are in progress. Works are also in progress for the provision of a triangle and an additional engine shed with sidings at Sitanagaram.

Godavari bridge.

The approach of the Godavari Bridge on the right bank is completed for 38 chains, the remaining 14 chains being about two-thirds finished. The approach on the left bank is practically complete, as is also the station near the river. As regards the bridge itself, which consists of 56 spans of 150 feet, both abutments and 20 piers are ready to receive the girders. On 10 more piers the superstructure is in progress. Two pier wells are being hearted and 22 are in course of sinking. Piers Nos. 3 and 4 in deep water will not be commenced until October next. Four spans of girders have arrived and 2 have been rivetted up and are now ready to be lifted into position.

Bezwada-Madras Railway, Ennúr-Bezwada section (standard gauge).

Ennur to Gudur, 75·74 miles.

22. Platelaying from Ennúr was commenced in May and from Gudur in August 1898, meeting on the 13th September at mile 57 from Ennúr; the portion from Gudur which had been laid on the metre gauge for construction purposes was then widened out to standard gauge. As the rails reached the different large bridges, girders were trained out and erected before the monsoon. Paucity of sleepers necessitated half sleepering for 14 miles southward from Gudur; this, with a very heavy monsoon that damaged the banks considerably, caused much delay to the opening of the section which did not take place till the 23rd February 1899. Very heavy and continuous rain at the end of November brought the rivers down in high flood, the Kalinga, mile 49, having overflowed its banks and breached the line in two places. With the exception of the flood openings now being built at these breaches and a considerable quantity of ballast still to be collected, this section is complete.

Gudur to Nellore, 23·62 miles—conversion from the metre to the standard gauge.

The Gudur-Nellore section has been converted from the metre gauge, and the first standard gauge train ran over it on the 1st November 1898. At Gudur, a triangle has been put in, the yard has been remodelled, sidings for interchange of coal traffic are being laid and a refreshment room for 1st and 2nd class passengers is nearly complete. A joint water-supply scheme is also in hand to supply both the standard and metre gauge stations at this place. There is still a good deal of ballasting to be done on this section.

Nellore to Kistna Canal Junction, 154·74 miles

On the Nellore-Kistna Canal section, the remaining major bridges, *viz.*, the Ramperu, 13 spans of 40 feet, the Gundlakama, 13 spans of 60 feet, and the Palar, 21 spans of 40 feet, were completed before the monsoon. Stations and buildings have nearly all been completed. The well sunk at Bitragunta engine-changing station having proved a failure, another is being sunk at about three quarters of a mile from the station in a valley where there is an abundant supply of water. As soon as this is complete, the engines, now stabling as a temporary measure at Nellore, will be accommodated at Bitragunta This section was opened for traffic on the 20th December 1898.

Tadepalli transhipment sidings.

With the exception of watering arrangements for shunting engines, which are in hand, all standard gauge works are complete.

List and Morse signals have been fixed at all the stations on the line.

Great Indian Peninsula Railway system (standard gauge).

Open line.

23. The work of renewing the girders (3 spans of 142 ft.) of the Ehegaon viaduct on the Thul Ghát was begun after the monsoon and very satisfactory progress has been made. The question of renewal and strengthening of the remaining 62-foot girders on the line is under consideration; the necessary new girders for 10 spans have been ordered from home and are shortly expected. A new station is being built

at Thána and is well in hand; but the new station sanctioned for Dádar is in abeyance pending the settlement of difficulties connected with the presence of the Vehar water main on railway land. The new junction arrangements at Manmád for the admission of the Hyderabad-Gódávari Valley railway have been vigorously proceeded with and much of the more important work has practically been completed.

Amalner-Jalgaon branch, 34·28 miles.

The work of constructing the line from Amalner to Jalgaon has been in progress throughout the year; the earthwork is now nearing completion, and the rails have been laid from Jalgaon to the site of the Girna bridge, a distance of about 3 miles. The masonry of bridges and culverts is in hand and work has been commenced on stations. The cast iron cylinder segments for the Girna bridge are beginning to arrive in the country, and arrangements are being made to start sinking them.

Chalisgaon-Dhulia branch, 34·84 miles.

Sanction was received, in April 1898, to the construction of a branch line from Chálisgaon to Dhulia and work is in progress; the earthwork is nearing completion, the masonry of bridges has been started and some of the permanent-way materials has been delivered.

Bombay, Baroda and Central India Railway (standard gauge).

24. The new administrative offices, opposite Church Gate Street station, have been completed. The work of renewal of Warren girders with steel-plate girders is nearing completion; about 97 per cent. of the work had been executed by the end of February 1899, and it is hoped that the work will be completed by the end of June 1899. The sorting sidings north of Dádar station have been completed, and the work of additional goods siding and platform, with shed and office, is waiting for the land to be handed over.

The following works are in progress: extension of outward goods shed at Carnac bridge; the Kutchra sidings south-west of Mahálakshmi station for the Bombay Municipality; platform and sidings for salt traffic at Bháyndar; transhipping arrangements at Vishvámitri; and replacing 7½ miles of cactus with wire fencing on division No. 2.

Doubling the main line between Bombay (Colaba) and Baroda.

On the work of doubling the line between Bombay (Colaba) and Baroda, a distance of 247·25 miles, the only portions that remained to be done at the beginning of the year 1898-99, were Miyágám to Amroli, 59·11 miles, and Dáhánu Road to Sachin, 80 miles. During the year the progress on these sections has been as follows:

The length from Amroli to Kim has been opened to traffic, Kim to Broach is approaching completion and Broach to Miyágám is ready for opening. Between Dáhánu and Sachin, the earthwork is nearly complete, girderwork and ballast are in progress and the permanent-way is arriving from England and being delivered at site.

The important works at the Nerbudda, *viz.*, the throwing up of a groyne up stream from the south abutment, filling up the scour hole near pier No. 23 and protecting piers with rubble pitching, are in hand.

At Wadhwán junction, arrangements for entry of the Dhrángadrá railway have been completed.

Tápti Valley Railway (standard gauge).

25. The first section of the line up to Vyára, mile 35·91, was opened for goods traffic on the 1st December 1898 and for passenger traffic on the 3rd January 1899. A further section from Vyara to Navápur, mile 63, was ready for opening to goods traffic at the close of the year. The construction of the remaining portion of the line is being pushed on vigorously. The work does not present any great engineering difficulties, but the unhealthiness of the country generally has tended constantly to retard progress. It is expected that the railway will be opened throughout in October 1899.

It has been decided to abandon a proposal that had been made to make Chichpada the engine-changing station for the railway and to revert to Nandurbár where the necessary works are now in progress.

Rajputana-Malwa Railway (metre gauge).

26. The following works have been completed during the year: interlocking arrangements for transfer sidings at Cawnpore; new water-supply scheme at Bhiwáni; relaying 33¾ miles of the line with 50-lb. steel rails; and fencing 20½ miles.

The gangmen's quarters on the Ajmere and Abu divisions, mentioned in last year's report as in progress, have been completed, with the exception of three blocks, for which there was some delay in obtaining land.

The additional works at Kásganj to make it an engine-changing station have been stopped, as it is now found that Fatehgarh would be more suitable, and plans and estimates for making Fatehgarh the locomotive station are under submission.

Work on the following is in progress: additions and alterations to the metre gauge goods shed and lines at Ahmedabad; works at Ujjain to admit of the entry of the Bhopal-Ujjain and Nágdá-Ujjain railways; additions and alterations to the metre gauge sidings and extending the passenger platform at Bhátinda; additions and alterations to Bhátinda Junction station for the North Western State railway; additional accommodation in the Collectorganj goods yard at Cawnpore; re-laying 44¾ miles of the line with 50-lb. steel rails; and fencing 50½ miles.

Bhatinda-Ferozepore standard gauge connection.

Work on the conversion of the metre gauge line from Ferozepore to Kot Kapúra to the standard gauge and the construction of a standard gauge from Kot Kapúra to Bhátinda alongside the existing metre gauge has been practically completed. Work on the additions and alterations in the station yard on these lengths has been in progress.

Rajpipla Railway (2′ 6″ gauge).

27. On the second section from Raj Pardi to Nándod, the portion Raj Pardi to Umalla, 4·95 miles, was opened for public traffic on the 19th January 1899, and a further length from Umalla to Amletha, about 8 miles, has been nearly completed. The work on the remaining length is well in hand and it is expected that the extension will be opened throughout by June 1899.

Madras Railway, including the Kolar Gold-fields Railway (standard gauge).

28. The Telegraph Engineer's new workshop at Arkónam has been completed, while the power-house for lighting Arkónam station with electricity is approaching completion.

Open line.

The bridge at mile 175, Bangalore branch, has been strengthened with new girders. The restoration of bridge No. 251 at mile 107, north-west line, has been completed, and the strengthening of the 64-foot girder bridges at miles 142—10, 232—3, 232—13, 248—9, 248—15 and 263—3, by inserting central masonry piers, is in progress. Alterations and additions to the station house at Bangalore city and the covering over of the passenger platform have been nearly completed, but all the works have been stopped owing to the prevalence of plague at this station. The diversion of the Koduru river has been completed. Wire fencing has been erected on both sides of the Kolar Gold-fields railway.

Calicut-Cannanore extension, 59·71 miles.

The commencement of work, on the first 26 miles, on earthwork and minor bridges of the maximum metre gauge and minimum standard gauge width was sanctioned on the 2nd April 1898. The earthwork is being thrown up as fast as land is handed over. Steady progress has been made with the minor bridges, on the first 10 miles, which have nearly all been completed up to bottom of bed stone level, and preparations are being made for well sinking at the Korapaya bridge, 14 spans of 60-foot girders.

Since the close of the year, the entire line, which embraces a further length of 4½ miles from Cannanore to Baliapatam, has been ordered to be constructed on the standard gauge.

Walajah Road (Arcot)-Ranipet branch—4·35 miles.

This branch was completed and opened for traffic on the 17th April 1899.

Nilgiri Railway (metre gauge).

29. This railway was opened for goods traffic from the 1st October 1898 and was being worked by the Madras Railway Company, but owing to numerous earthwork slips and heavy floods, the line had to be closed on the 29th October 1898. The works necessary to repair the line and as far as possible to prevent the recurrence of slips are in active progress, and it is hoped that the line may shortly be re-opened for traffic.

The Nizam's Guaranteed State Railway (standard gauge).

30. The work of replacing Warren girders by plate girders on the remaining three bridges *viz.*, Cogna, Koatpully and Kundanully, are in progress and will probably be completed by the end of June 1899. The work of constructing a new station at Begumpett is well in hand. The construction of a branch line from the existing siding to the Batten pit at Yellandu was put in hand and completed during the year.

Hyderabad-Godávari Valley Railway (metre gauge).

31. The length of the line is about 385 miles. The plate-laying on the northern section was completed from Manmád to Jalna, 109 miles, on the 14th February 1899, and work on two major bridges only remains unfinished, *viz.*, on the Sivna, 6 spans of 60 feet and 2 spans of 40 feet, at mile 47½, and on the Chikalthana, 5 spans of 40 feet, at mile 77½. The plate-laying on the southern section from Secunderabad is in hand; and the work on the Godávari bridge, 21 spans of 60 feet, at mile 116½ on this section, is well advanced.

The section from Jalna, mile 109, northern section chainage, to Nandair, mile 168, southern section chainage, a distance of 113 miles, is in progress.

It is expected that the northern section will be opened for traffic in June 1899; 60 miles of the southern section from Secunderabad northwards, about the end of 1899; and the portion of the southern section, from mile 60 to mile 193, early in 1900.

Bengal and North-Western Railway system (metre gauge).

32. On the open line, progress is being made in the fencing of the first 82 miles. The supply of stone fence posts has been arranged for and the wire still required is expected shortly from England. At all stations along the line, latrine accommodation has been re-arranged, so as to provide for both male and female passengers, and latrines have been built at the flag stations where none were provided before. All the semaphore signals along the line have been altered and counterweighted, so that they will show danger in the event of any of the connecting rods breaking.

Company's section.

This bridge, with the exception of the east abutment and the protective works, was completed and opened for public traffic on the 24th December 1898. The formal opening took place on the 25th January 1899. The bridge has been named the Elgin bridge after the late Viceroy, Lord Elgin.

Elgin (Gogra) bridge at Bahramghat, 17 spans of 200 feet.

The remaining unopened portion between Balrámpur and Tulsipur, 19 miles in length, was opened for traffic on the 1st June 1898. The station platforms and roads at Kawapur and Tulsipur still require metalling and a great deal of ballasting has to be done between Balrámpur and Tulsipur, but most of the ballast has been collected alongside the line. The protective works to bridging, as well as the additional bridging sanctioned after the floods of 1897, have been completed.

Gonda-Balrampur-Tulsipur branch, 42 miles.

The Nánpára-Katarnian Ghát extension is now complete.

Nanpara-Katarnian Ghat extension—42·08 miles.

These branches are now practically complete. The metalling of station platforms and roads and the collection of ballast will be finished by the end of the rains.

Bhatni-Turtipur branch, 17·14 miles.

Salimpur-Barhaj branch, 12·77 miles.

Ganges-Gogra Doab extensions.

The temporary bridge over the Gogra river at Turtipur, 74 spans of 20 feet and 4 spans of 40 feet, was completed and opened for the use of construction trains on the 4th February 1898 and was in constant use till taken up on account of floods on the 28th May 1898, by which time all construction material had been crossed. It was reconstructed and opened for all classes of traffic on the 24th January 1899. The ironwork for the well curbs, caissons and pneumatic plant for well sinking for the permanent bridge, 18 spans of 200 feet, are arriving from England and a good supply of bricks for the brick-work has been got ready.

On the Mau division, 66 miles in length, the portion between Turtipur and Azamgarh, 51·35 miles, was opened for traffic on the 8th June 1898. With the exception of the work of metalling the platforms and roads and of ballasting, the works of this division have been completed. The ballast is nearly all collected alongside the line.

On the Benares division, 80 miles, earthwork has been finished, with the exception of approaches to some of the bridges and of the works at Benares City station. The work on all the bridges is now making good progress, and it is hoped they will all be finished and opened for traffic by the 15th June 1899. It is doubtful, if the Gumti bridge consisting of 13 spans of 100 feet can be finished before the rains, and it will probably be necessary to establish a ferry here to accommodate the traffic during the rains. The work on the Burna bridge, 5 spans of 60 feet, was not begun till November, when sanction was given to the alignment into Benares City station. All the wells have been sunk to their full depth, and it is hoped the bridge will be finished and opened for traffic by the 15th June 1899. The collection of ballast all along the line is well advanced and much of the line has been boxed up with ballast. The permanent way has practically been completed. Stations and buildings are well in hand.

Work on the extension from Benares City to Benares Cantonment stations has been sanctioned. The bridging is heavy and excellent progress has been made on it. Temporary arrangements have been made till the permanent works can be completed, and the extension was opened for public traffic on the 5th April 1899.

On the Ballia division, 64 miles in length, the platelaying has been finished. Formation is finished throughout, except between Ballia and Chand-deari Ghât, where the banks are incomplete and the slopes require dressing. Minor bridges are either in hand or completed; some new waterways and drains not originally provided for, however, have still to be built. Two of the large bridges have been finished and ready for traffic and the wells of the third are being founded. With the exception of the length between Pephna and Chand-deari Ghât, where ballast is difficult to get, most of the ballast required has been stacked alongside the line.

The whole of the Doab lines, therefore, from Turtipur to Benares Cantonment, the Aunrihar-Ghazipur branch, and the Mau-Ballia-Revelganj lines were opened for goods traffic on the 15th March 1899, and all of them, except the portion from Ballia to Chand-deari Ghât, for passenger traffic on the 5th April 1899.

The steamer and flats for the Manjhi (Revelganj) ferry are ready. The local ferry and ferry plant at Ghazipur-Târighât were taken over and worked by the Company from the 1st April 1898.

Tirhoot section.

On the open line, some 8 miles of raising formation level between Tegra and Bachhwara (Begamsarai) have been nearly finished and similar work on the remaining 4 miles has been put in hand. The floods during the past rains showed that an additional flood opening of 15 arches of 12-foot span was required near Bachhwara station and arrangements for providing this are being made. The line was subjected to unprecedentedly high floods which destroyed 2 bridges, each of 1 span of 40 feet, on the Hajeepore-Mozufferpore line, and 1 bridge of 20-foot span and 1 bridge of 2 spans of 60 feet on the Mozufferpore-Bettiah line. This flood showed that more waterway is required on these lines and that formation level is too low. Plans and estimates for the additional work and for repairing the line are in hand, and in the meantime preparations are in progress for replacing the bridges destroyed and providing the additional ones required.

Latrines, where they did not formerly exist at stations, were provided, and the necessary alterations were made to afford separate latrine accommodation for native females. All signals were altered and counterweighted, so that in the event of rods breaking the signal would fly to danger. Sanction was obtained to 4 miles of additional materials for sidings at Semaria Ghât station.

Hajeepore-Katihar extension, 161 miles.

On the Hajeepore division, 44 miles in length, earthwork, with the exception of the work in the Alanpur Jheel, near Bazeedpoor, and a few other short lengths in other jheels where the water takes a long time to dry up, is nearly finished. So also are the approaches to bridges. There was an unprecedentedly high flood during the past rains, which tested the banks especially those in the jheels very severely, and caused them some damage from the lap of the waves. To prevent this wave-action during high floods in stormy weather, it will be necessary to protect the banks at places with berms planted with high growing grass. The country passed through is a very wet one and much subject to floods; the banks are high, and there has been considerable difficulty in getting the work pushed on. A beginning has been made with platelaying, and it is hoped the rails will be laid throughout the length of the line before the beginning of the rains.

On the Mansi division, 91 miles in length, owing to the rains and the flooded nature of the country during the second half of the year, little earthwork could be done, but since the dry weather set in excellent progress has been made and it is expected that the whole of the earthwork, between Barauni Junction and Thanah Bihpur (Kharik) Junction, a distance of 65 miles, will be practically completed before the end of June 1899, as also the $3\frac{1}{2}$ miles of the Monghyr branch. The work is on high bank throughout. The alignment of the branch line across the Diara land, from Thanah Bihpur (Kharik) Junction to the left bank of the Ganges opposite Bhágalpur, is being laid out and as soon as the land is acquired work will be begun on it. The rails have been laid to near Maheshkhunt station, about the 45th mile, and it is hoped that before the rains set in they will be laid to Thanah Bihpur (Kharik) Junction, the 65th mile. The Commission that was ordered by the Government to assemble and report on the necessity or otherwise of waterways being provided along 30 miles of the line parallel to the Ganges, met at Bhágalpur early in December 1898. A few minor openings for local drainage were reported necessary and the question of an opening at the Ganaul channel, near mile 58, was left to a local committee of engineers to investigate.

On the Kosi Bridge division, 33 miles in length, fair progress is being made with the earthwork, and it is anticipated that at least 20 miles of it will be finished before the rains. The district is one in which it is necessary to import labour. Large bodies of men have been imported for the work, but the banking is heavy and the district very unhealthy, and considerable difficulties have to be overcome.

The wells of 4 piers of the Kosi bridge, 15 spans of 200 feet, have been taken in hand, and it is expected they will be sunk to the full depth of 95 feet below the bed of the river before the rains set in. Large quantities of bricks have been manufactured and a large supply of *kunker* for lime burning has been obtained from the south bank of the Ganges near Colgong. The Pírpainti tramway has now been sanctioned and as soon as possession of the necessary land is obtained the work on the construction of the tramway will be put in hand. When the tramway is finished, a stone supply for the protective works of the bridge will be available.

Arrangements have been made for proceeding with the rest of the bridge-work on this division.

All the carriage stock sanctioned for the Hajeepore-Katihár extension has not yet been completed, but the engines and wagons have all been fitted up. Thirteen additional engines have been fitted up, as also 200 new timber wagons. Materials also began to arrive for part of the additional 1,000 covered goods wagons sanctioned.

The steamer and flats for the Bhágalpur ferry are ready.

Segowlie-Raxaul Railway (metre gauge).

33. The works of this line suffered seriously from the high flood that occurred in Tirhoot during the last monsoon and a spill opening of 20 arches of 12 feet, north of the Sikrana river, was destroyed. The line was in several other places badly breached. The flood also scoured a deep channel in the river bed at the Sikrana bridge, 9 spans of 80 feet. It has now been decided that a considerable amount of additional waterway is necessary. The branch line was opened for traffic on the 1st March 1899.

Southern Mahratta Railway system (metre gauge).

34. Two new crossing stations, one at Adarki (between Wathar and Salpa) and the other at Suldhál (between Pachhapur and Sulebhávi) have been opened for traffic. An engine turn-table has been provided at Dhárwár and the existing carriage shed enlarged. All the new works at Hubli were practically brought to a stand-still for want of labour in consequence of the prevalence of plague. They have since been started and are being pushed forward to completion. At Gadag, a school has been built for the children of railway employés. The work of providing additional waiting and retiring accommodation at Guntakal Junction has been sanctioned and is now in progress. Provisional sanction has been accorded to increased waterways between miles 278/12-13 and 286/11-12, Bellary-Kistna railway, where, during the month of June 1898, the line was considerably damaged by floods, causing traffic to be interrupted for ten days. The works are in hand and every endeavour is being made to complete them before the next rains set in. The goods siding and station at the Kistna Canal, to which reference was made in last year's report, has since been opened for traffic. Laying of metre gauge sidings in connection with the goods-transhipping arrangements at Tadêpalli has been sanctioned and the work is in hand. Final estimates for all other works in connection therewith are under consideration.

Open line.

The system of interlocking the signals that protect the crossings leading out of Poona Junction has been completed by the Great Indian Peninsula railway as a joint work and brought into use.

All works in connection with the remodelling of the station yard at Bangalore City are now complete. The new bridge over the Mallur river, mile 246/12, has been completed and is open for traffic. Works in connection with the new station building and the remodelling of the yard at Mysore are well in hand.

Mysore section.

Mysore-Nanjangúd Railway (metre gauge).

35. The extension of the line from Nanjangúd station to a point half a mile nearer the town of Nanjangúd has been completed.

Birur-Shimoga Railway (metre gauge).

36. The works have progressed satisfactorily and the line is expected to be ready for opening for public traffic during June 1899.

South Indian Railway (metre gauge).

37. During the year, one mile of 68 lb. rails on pot sleepers on the Negapatam branch and 0·32 mile of 40lb. rails on wooden sleepers in the Tuticorin station yard have been renewed with 50 lb. rails on pot sleepers, making a total length of 474·84 miles now re-laid in this manner. The new junction at Gudur in connection with the East Coast State railway has been practically completed

Open line.

Sanction was accorded in December 1898 to the construction of the Negapatam-Nagore extension of this railway. Most of the rails have been transferred from the depôt, and arrangements made for a supply of sâl wood sleepers from the Ganjám district. As soon as the land is handed over to the company the earthwork will be commenced.

Negapatam-Nagore extension, 4·49 miles.

Assam-Bengal Railway (metre gauge).

38. The length of the Assam-Bengal railway as at present ascertained is 735·76 miles, of which 360·63* miles were open to traffic at the end of March 1898. The following additional sections were opened during the year:

Badarpur to Káttákhál, for goods only, from the 13th June 1898	6·27 miles.
Káttákhál to Silchar, for goods only, from the 8th November 1898.	12·35 „
Jamuna Mukh to Lanka, for goods and passenger traffic, from the 2nd January 1899	18·27 „
Lanka to Lumding Junction, for goods only, from the 1st March 1899.	16·93 „

so that at the end of March 1899, 414·45 miles were opened to traffic, leaving 321·31 miles to be finished. The Badarpur-Silchar branch was opened for passenger traffic on the 5th April 1899.

The following paragraphs detail the progress of work on the railway during the year under review:

Section I.—Chittagong to Badarpur with branches—304·52 miles.

On section I, the repairs to earthwork, bridging and stations and buildings, rendered necessary by the earthquake, have been completed during the year. The continued sinking of the approaches to the new Káttákhál bridge where the banks are heavy, has delayed the opening of the branch line from Badarpur to Silchar for passenger traffic. The erection of the 360-foot jetty at Chittagong has progressed satisfactorily and the work should be completed during the present working season. The head office buildings and the Chittagong station building were in hand and fair progress was made on them; all the quarters immediately required for the permanent staff have been completed, with the exception of the Agent's bungalow which was in hand. The work on this section should be practically completed during 1899.

Section II.—Badarpur to Lumding—113·14 miles.

Good progress was made with the earthwork in all the divisions, the work in the 8th being completed and the 9th, 10th and 11th well advanced. The tunnels on the 8th division have been completed, and those on the other divisions are well in hand. Considering the difficulties encountered and the sickness amongst the staff, satisfactory progress has been made during the year. All the girders of the Barak bridge have been erected and the bridge is ready for the passage of an engine. The bridges on the 8th division have been completed up to mile 273⅜ and the others are in hand; construction of bridges has also been started on the 9th, 10th and 11th divisions. Rails are laid up to mile 278 from Chittagong, and for 17 miles southwards from Lumding. This section, it is expected, will be opened for traffic by the 31st December 1902.

Section III.—Lumding to Makum and Lumding-Gauhati branch—318·10 miles.

The earthquake repairs, including the new bridge over the Titamari river, have been completed during the year and the line has been opened as far as Lanka. Permanent staff quarters are in course of erection at Gauháti. On all the other divisions, work progressed satisfactorily, the earthwork and bridging on the 16th and 17th divisions being well advanced. A strong labour force has been working on the 15th division and it is hoped that good progress will be made during the present working season. The rails are laid for 25·38 miles from Titábar southwards on the 16th division and for 39¾ miles on the 17th division from Titábar northwards. This section will probably be ready for opening for traffic by the 31st December 1901.

Burma Railways (metre gauge.)

Open line.

39. On the open line, 4·94 miles of the Rangoon-Toungoo section, and 1 mile of the Rangoon-Prome section, were relaid with 50 lb steel rails.

The Bobin Choung bridge at mile 114-15 (Prome branch) was seriously damaged by a "jam" of logs, and is being rebuilt. The stream will be

* Including the Gauháti and Jamuna Mukh section, a length of 74·73 miles, which was closed to traffic in June 1897 owing to the earthquake damages. This section was reopened for traffic on the 2nd January 1899.

spanned by a 100-foot girder, and two spans of 10 feet will connect the new piers with the old abutments.

Heavy slips took place again during the rains at the Choung Gorge at miles 564-565, and the line has been slewed more into the hill side.

The raising of the Kanta Choung bridge at mile 125-13 P by 3 feet, and the new pier spurs and stone protection of the Yonbin Choung bridge at mile 217, have been completed.

The new bridges at miles 121-17 and 427-10 and the additions to bridges No. 18 at mile 398-9 and No. 33 at mile 406-11 have been completed. Additions and alterations to several bridges are in progress and a new bridge of 3 spans of 10 feet is being provided at mile 667-15 to meet flood requirements.

Mu Valley extension.

The major bridges over the Namkwi and Namti Choungs on the Mogaung-Myitkyina section have been completed, and the section, 37 miles, was opened for public traffic on the 10th February 1899. The Mogaung bridge has since then been completed, and will shortly be opened for traffic. All works on this section except ballasting and some of the station machinery at Myitkyina, have been finished.

Sagaing-Alon branch—71 miles.

The construction of the Sagaing-Alôn branch was sanctioned in September 1898 and work was started immediately. About 27 miles have been re-aligned and the earthwork on the remainder has practically been completed; 40 miles of permanent-way have been laid, and good progress has been made on the bridge over the Mu river.

Meiktila-Myingyan branch—57·70 miles.

The construction of this branch was also sanctioned in September 1898 and work was commenced at once. Earthwork has been completed and ballast almost all collected; minor bridges are in hand, and good progress is being made on brickmaking for the major bridges. The timber trestle bridge over the Meiktila lake has been completed.

Mandalay-Kunlon extension.

The construction of this extension, as stated in the last report, was restricted to the length between Myohaung and Lashio. Good progress has been made on all works during the year with the exception of the approaches to the Gokteik bridge, the alignment of which is not yet settled. A contract for the provision and erection of the Gokteik bridge is being let to an American firm of bridge builders. The earthwork and bridging have been practically completed as far as Thibaw, mile 124, and are in a more or less advanced stage between Thibaw and Lashio. With the exception of a gap between 16½ and 18 miles, rail-laying has reached mile 32¾. Labour continues to be plentiful and no necessity has been experienced to import coolies or skilled workmen from India during the year. It is expected that the rails will be laid as far as Maymyo shortly, and that the line as far as Nammaw, mile 73, will be ready for opening for passenger traffic by the 1st October 1899.

Rohilkund and Kumaon Railway, including the Lucknow-Bareilly section (metre gauge).

40. The work of replacing the 56 lb. iron rails between Gola Gokaran Nath and Mailani by 41¼ lb. steel rails, 30 feet long, has been completed; the water-supply has been extended from Charbagh to Aishbagh station; wire fencing between Lalkua and Haldwani has been completed and the gate lodges in connection therewith, are approaching completion.

Bengal Dooars Railway (metre gauge).

41. Ballasting is still incomplete and cannot be finished until the correct grading has been completed.

Open Line.

The staff took the field in November 1898, but owing to the necessity of re-levelling all the lines, little work has been done on these extensions beyond starting earthwork and bridgework.

Mal Bazar to Hantupara and Dam Dim to Bagrakote extensions, 45·66 and 6·76 miles, respectively.

Domohani to Lalmanirhat extension, 69·13 miles.

On this extension, earthwork began in the Jalpáiguri district in January 1899, and although permission to begin earthwork in the Rungpore district was not given till early in March, more than one-fourth of the whole quantity has been done, but no bridging has been started yet.

Dibru-Sadiya Railway (metre gauge).

42. The engine and goods sheds at Tinsukia and the Borbil bridge have been completed. The Dehing bridge is in hand.

Jodhpore-Bickaneer Railway (metre gauge).

Bickaneer-Suratgarh section, Bickaneer-Bhatinda extension.

43. The section from Bickaneer to Dulmera (Khári), 42·00 miles, has been completed and was opened for traffic on the 2nd June 1898. On the portions from Dulmera to Lankaransar, 9 miles, and from Lankaransar to Suratgarh, 63 miles, construction on the latter of which was sanctioned during the year, the earthwork has been almost completed by the 31st March 1899 and staff quarters were ready at two stations.

Shadipalli-Balotra railway, Native state section.

On the Jodhpore section of the Shadipalli-Bálotra railway, the first 60 miles up to Barmer have been practically completed and will probably be opened for traffic shortly. The remaining 73 miles are ready for platelaying, but permanent-way materials cannot, it is expected, arrive till the autumn. Station buildings and staff quarters, except at two stations, have been completed and engines and rolling-stock ordered.

Oodeypore-Chitor Railway (metre gauge).

44. The extension from Debari to Ahr bridge, 6·44 miles, is well advanced and it is expected will be opened for traffic on the 1st July 1899. The earthwork is practically complete and the tunnel, the heading of which was completed on the 1st December 1898, is now rapidly nearing completion, only 80 feet of opening out remaining to be done. The rock is extremely hard in patches, but strata of soft, friable and broken stone are interspersed making lining necessary, and about 180 feet of this remains to be done. The separate station at Chitor was completed and opened for traffic on the 15th August 1898.

Bhávnagar-Gondal-Junágad-Porbandar Railway, including the Jetalsar-Rájkot and Jámnagar Railways (metre gauge).

45. Several works have been carried out at the Bhávnagar terminus station. The new station-house at that place has now been completed and a new one has also been constructed at Rájkot Junction. The ballasting of the Jámnagar railway has been in progress.

Dhrángadrá Railway (metre gauge).

46. This railway, 20·83 miles in length, was completed and opened for goods traffic on the 1st June 1898 and for passenger traffic on the 25th June 1898.

Jeypore State Railway (metre gauge).

47. Sanction was accorded in December 1897 to the construction of a line, 72·85 miles long, from Sánganer station on the Rajputana-Malwa railway to Siwai Mádhopur. Work has been in progress on the first section of this railway, 39 miles, since April 1898, while the second section of 34 miles was put in hand in November 1898. The first section is practically complete as regards formation and bridgework, and can be opened within six months of the receipt of the permanent-way materials. The second section was started in November 1898, and is also now well in hand. It is expected that the whole line will be ready for running of material trains by December 1900 and for opening for traffic by June 1901; but this will entirely depend upon the allotment of funds for the purchase of the permanent-way. The most important work on the line is the Banás bridge of 30 spans of 60-foot girders, which was

started in January 1899. Three stations are practically complete and a fourth is in hand. Ballast for about 16 miles of line is ready in depôts, and the collection of the remainder is going on.

Darjeeling-Himalayan Railway (2' 0" gauge).

48. At the Siliguri joint station, the platform has been extended, the staff quarters completed and improvement effected in the gentlemen's and ladies' waiting, rooms. The new running shed for engines at Tindhária has been completed and a new godown and yard for stacking engineering stores are ready. The staff quarters at Darjeeling have been completed and the covered space and platform extended by three bays; one new siding has been laid for spare stock and materials are being collected for new quarters for engine staff.

Bársi Light Railway (2' 6" gauge).

49. The question of completing the work on the Bársi Road-Pandharpur extension is under consideration.

Ránaghat-Krishnagarh Light Railway (2' 6" gauge).

50. This line was practically completed and opened for public traffic on the 5th April 1899.

Morvi Railway (2' 6" gauge).

51. Banks on the branch line have been widened to standard width throughout and 2,184 feet of 19 lb. rails have been replaced by 29 lb. rails on the main line between Wádhwan and Dolia.

A transhipment platform was erected at Wádhwan Junction in connection with the Bombay, Baroda and Central India railway, and a new station at Morvi was constructed and opened for traffic on the 9th March 1899.

Gwalior Light Railways (2' 0" gauge).

52. Work was started on the Gwalior-Sipri section as a measure of famine relief in 1897 and the greater portion of the line is now complete. A description of the line will be found in last year's administration report. Work on the heavy ghát section delayed the platelaying; rails are, however, now laid nearly half-way to Sipri and it is proposed to open the line for traffic after the monsoon.

Gwalior-Sipri section.

Sanction was given in July 1898 to the estimate for the construction of this section, extending from Gwalior to the rich pargannah of Bhind. The length of this section is 52·33 miles, including 8 miles, of the existing private railway of His Highness the Maharaja Scindia. Work had been started on this length in 1897 for famine relief purposes and is well in hand. Rails are laid up to Bhind and the line is expected to be opened for traffic by the end of May 1899.

Gwalior-Bhind section.

The country is easy and there are no heavy grades. The permanent-way consists of 30 lb. steel rails on sâl sleepers.

Cherra-Companyganj State Railway (2' 6" gauge).

53. By March 1898 (with the exception of the Therria bridge which was completed in May 1898), the repairs to the damages to the banks and permanent-way, caused by the earthquake and subsequent floods of 1897, had been nearly completed, and the line had only opened for goods traffic from the 8th of that month to the 30th April 1898, when the line was again damaged by heavy floods; these damages were repaired in June when almost unprecedented floods occurred which then were the cause of the line remaining closed until December 1898.

In November 1898, owing to the Therria bridge having been left high and dry with breaches of about 100 yards in the banks on either side, a temporary low level bridge was made over the Therria river for hand-shunting trucks only, and a new surface line was laid partly on a fresh alignment from there to Bholáganj and also to the Komarah quarries; this was completed on the 23rd December 1898, on which date the whole line was re-opened for goods traffic.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with the 31st March 1899, and various other projects put forward:

East Indian Railway (*standard gauge*).

Burdwan-Howrah chord.

2. A reconnaissance for a chord line from Howrah to Burdwan (about 57 miles) was made last year. A complete survey of the line is now in progress.

In the estimate of the reconnaissance, as submitted, the cost of a double line is put down approximately at Rs. 77,50,000, and of a single line at Rs. 49,00,000.

Gya-Katrasgarh survey.

The survey for a chord line from Gya to Kátrásgarh, a station on the East Indian railway, 177 miles from Calcutta, is being proceeded with.

Burdwan-Cutwa and Hooghly-Cutwa branches.

Particulars regarding the cost of construction of the Burdwan-Cutwa line were given in last year's report. Revised estimates of the cost of the Hooghly-Cutwa project have been received. In the estimate submitted, the cost of the line, 65·20 miles in length, is put down at Rs. 63,11,980, being at the rate of Rs. 96,810 per mile, which includes a provision of Rs 10,000 for rolling-stock.

Bhágalpur-Bausi-Baidyanáth Railway (*standard gauge*).

3. In connection with the Bhágalpur-Bausi-Baidyanáth project, a branch line, 18½ miles in length, from Chakram, on the proposed Bausi-Baidyanáth section, to Hasdia, an important town, about 40 miles from Bhágalpur, has been surveyed, in order to finally decide which is the best alignment from Bausi to either Baidyanáth or Adjai, and this complete the whole project. The preparation of plans and sections is in progress.

Bengal Central Railway (*standard gauge*).

Improved facilities for goods traffic at Calcutta.

4. Sanction has been accorded to the proposal of the Bengal Central Railway Company to construct a goods siding from Dum-Dum Cantonment station to Pattipookur.

Bongong-Kotchandpur railway survey.

The survey for a two-foot gauge feeder railway from Bongong on the Bengal Central railway to Kotchandpur has been completed. The proposed line, which would traverse the northern portion of the Bongong sub-division of the Jessore district, would be 30 miles in length, and in the estimate submitted the cost is put down at Rs. 12 lakhs, which is at the rate of Rs. 40,000 per mile, including rolling-stock.

Muxoodpore-Majeegati extension survey.

The survey of a line from Muxoodpore to Majeegati, a place opposite Kaulipara, has been in progress. The portion of the line between Bhanga and Majeegati had to be altered owing to the steamer route between Majeegati and Kaulipara having become blocked.

Bengal-Nágpur Railway (standard gauge).

Midnapore-Jherriah survey.

5. The fieldwork for the location survey for a standard gauge railway from near Midnapore to the Jherriah coal-fields was practically completed early in May 1898. The line runs from Khargpur Junction on the Bengal-Nágpur railway, 8 miles south of Midnapore. The lengths of the several sections as finally set out are as follows :

	Miles.
Khargpur to Jhantapahári	85·14
Jhantapahari to Bogra	32·25
Bogra to the coal-fields	30·84
Alternative route.	
Jhantapahari to Murulia	19·76
Murulia to Chakulta	9·35
Chakulta to Bogra	17·60

The last three sections comprise the Jhantapahari-Murulia-Bogra alternative route, a length of 46·71 miles, against 32·25 miles of the direct route. The general character of the country is undulating at the southern end and steep after passing Jhantapahari. The ruling gradient on the direct route is 1 in 150, except in the coal-fields, where 1 in 100 is used. On the alternative route, 1 in 100 is freely used north of Murulia and 1 in 125 has been adopted between Murulia and Jhantapahari. The sharpest curve used is 3°.

The cost of constructing the Khargpur-Jherriah direct line, 148·23 miles, is estimated at Rs. 1,87,76,078, including rolling-stock, and that of the alternative route *viâ* Murulia, Chakulta and Bogra, 162·69 miles, at Rs. 2,10,60,310. It is at present proposed to construct the direct line from Khargpur Junction *viâ* Midnapore, Bishenpur, Bankoora and Adra to Bujudih on the south bank of the Damudah river, a length of 122·39 miles, at a cost of Rs. 1,22,11,706, corresponding to a rate of Rs. 99,776 per mile including rolling-stock. The construction of the first 8 miles of this line from Khargpur to Midnapore has already been sanctioned at an estimated cost of Rs. 14,24,624, and the project for the remaining length, 114·39 miles, has been submitted for the sanction of the Secretary of State.

Ranchi Plateau survey and reconnaissance.

A detailed survey for a standard gauge railway from Chatatand on the Adra-Jherriah alignment to some point on the proposed Palamow-Sini line, and a reconnaissance for a 2-foot gauge line from Tori to Aringi *viâ* Lohardugga, with a branch to Ranchi, was proposed in November 1897. This survey is known as the Ranchi Plateau survey.

Three parties took the field and completed the survey during the cold weather of 1897-98. For the standard gauge line, referred to above, a junction was made with the Midnapore-Jherriah alignment at Bujudih. The line would pass the important towns of Chart, Peturbar and Chitterpur, and join the old Benares-Palamow alignment at Ramgarh. The total length of line surveyed is 62·85 miles, of which plans and detailed estimates are now being prepared. As regards the reconnaissance for a 2-foot gauge line, it was decided in consultation with the civil authorities that the original proposals would be of less value than a line first connecting Ranchi with the standard gauge alignment, mentioned above, at some suitable point, possibly Ramgarh, with the addition of a line from Ranchi through Lohardugga south to Gumla and Palkot on the plateau. Accordingly, it was decided to investigate this scheme and, after reconnoitring for the most suitable point from which to ascend the ghâts leading up to the Ranchi plateau, Chitterpur, a town on the Ramgarh-Bujudih alignment, was chosen for the junction of the standard and narrow gauge lines. The route selected is a fairly direct one as far as Ranchi, a distance of some 36 miles, with the exception of the portion through the hills which will necessarily be tortuous; the nature of the hills, however, appear to render a line quite feasible. The line reconnoitred from Ranchi *viâ* Lohardugga to Palkot runs more or less close to the district road,

and touches all the market towns *en route*. The country on the whole is very fertile and will also afford easy and cheap construction. The length from Ranchi to Palkot over the route reconnoitred is approximately 88 miles.

Satpura railway survey.

A detailed survey for a 2-foot gauge railway from Gondia station on the Bengal-Nágpur railway, northwards to Jubbulpore, with branches to Mandla on the east and Seoni and Chindwara on the west, was ordered in September 1897. Such parts of the alignment as would require to be altered for a standard gauge line were to be noted and the probable alternative route for a standard gauge line indicated.

The field-work has been completed and the detailed reports and estimates of the cost of the line are awaited.

North Western State Railway system (standard gauge).

Sukkur-Shikarpur-Nasrat railway survey.

6. A survey for a line connecting Sukkur with Shikárpur direct and Shikárpur with Naundero was completed in July 1897. This survey was unsatisfactory, and a second survey was ordered and carried out at the beginning of 1898. The latter connects Sukkur with Shikárpur direct and Shikárpur with Nasrat, on the Ruk-Kurrachee section. The line is 46·36 miles long, and would practically be simply a diversion of the North Western State railway from the neighbourhood of Ruk, where the Indus constantly threatens it. The line is nearly level; the heaviest grade is 1 in 300 and the sharpest curve has a radius of 2,292 feet. The country is flat throughout and at times heavily flooded. In the estimate as submitted, the cost was put down at Rs. 36,82,697, being at the rate of Rs. 79,436 per mile, excluding rolling-stock.

Nowshera-Dargai branch. (2′ 6″ gauge).

The project for a 2-foot gauge railway from the left bank of the Cabul river (about 2 miles from the centre of the Nowshera station) to the foot of the hills at Dargai, a distance of 39½ miles, has been received. The country through which the line passes is richly cultivated and well populated, and is generally easy until after passing Mardan when it becomes rougher. As it has subsequently been decided to adopt the 2 feet 6 inches gauge for this line, the estimates are being revised accordingly.

Kohat and Bannu railway survey and reconnaissance.

A survey for a line between Khusálgarh and Kohat *viá* the Gurzai Pass was commenced in November 1898. Another route between Khusálgarh and Kohat, which runs up the Kohat river valley, has also been examined. Two alternative sites for a suitable bridge crossing of the Indus river at Khusálgarh and Koond were also examined and are being surveyed. A reconnaissance has also been made of the country between Kohat and Bannu and between Kohat and Thal on the Kurram river. Detailed projects for all the above proposals are now under preparation.

The survey for a railway line in the Jech Doab, through which the new Jhelum Canal, now under construction, runs, was sanctioned in March 1899.

Jech Doab branch.

Malakwál has been accepted as the point from which the projected railway will take off from the Sind-Sagar railway. The proposed line will run thence through the northern division of the Jech "Bar," or high land, as far as the Kirana hill, where the line will probably turn south and run past Lalyan, cross the Chenab at Chuneeot and join the Wazirabad-Khánewal railway at Lyallpur.

Eastern Bengal State Railway (standard, metre and special gauges).

Improved facilities for goods traffic at Calcutta.

7. Projects for increasing the working capacity of the Eastern Bengal State railway in such a manner that all foreign traffic coming into Calcutta may be more favourably dealt with are under preparation.

Faridpur (Shikarpur)-Munshiganj extension (metre gauge).

The result of the reconnaissance survey of this extension, referred to in last year's report, shows that the country traversed is, for the greater part, densely populated, and although subject to very high floods, the line will not require excessive bridging. In the estimate submitted, the cost of the

line, 40·15 miles in length, is put down at Rs. 58,46,738 or Rs. 1,45,622 per mile, including cost of building ferry steamers, flats, pontoons, with shore connections, etc., for an ordinary transhipment ferry at Faridpur and a wagon ferry and passenger ferry between Munshiganj and Náráyanganj. Deducting the cost of the ferries, etc., Rs. 18,42,500, the cost of the line is estimated at Rs. 40,04,238 or Rs. 99,732 per mile.

Dacca-Mymensingh railway extension surveys.

In January 1899, surveys of several short lines in the vicinity of Dacca and Mymensingh were sanctioned, *viz.*, from Mymensingh to Netrokona, 24 miles in length; from Sripur to Tangail, 41 miles; from Dacca to Tangail, 54 miles; and from the left bank of the Brahmaputra opposite Goalundo to Dacca, 42 miles; but work could not be started, as orders were received late in the season, and sufficient time was not available to make arrangements for the staff, etc., to complete the work before the close of the season. These surveys will be taken in hand early next cold weather.

Ranaghat-Ganges-Katihar railway survey (standard and metre gauges).

A survey for a line of railway, about 188 miles in length, from Ránaghat on the Eastern Bengal State railway, to Ráyganj, a station on the Behar section of the Eastern Bengal State railway, 37 miles east of Katihár, including investigations for the site for a bridge over the river Ganges was sanctioned in December 1898. The work includes a detailed survey for a branch line from the north bank of the Ganges to Santahar (Sultanpur) station, on the Northern section of the Eastern Bengal State railway, a distance of about 53 miles. A branch line from Malda to Katihár, a distance of about 50 miles, is also to be investigated. The progress is as follows: About 75 miles from Ránaghat have been surveyed and located; surveys have been made for a bridge crossing of the Ganges below its junction with the Mahanandi river near Rampur Beaulea; north of the Ganges, a detailed survey has been made for about 20 miles through country presenting few difficulties as regards construction; and about 45 miles of a detailed survey of the branch to Santahar (Sultanpur) have also been completed.

Chooadangah-Esubpur branch (standard gauge).

A reconnaissance survey has been carried out between Chooadangah and Esubpur, a proposed site for a crossing of the river Ganges. In the estimate submitted, the cost of the line, 47 miles in length, is put down at Rs. 49,79,044 or Rs. 1,05,937 per mile.

East Coast State Railway (standard gauge).

Berhampore-Russelkonda survey (2' 6" gauge).

8. The Government of India in October 1898 sanctioned a survey for a branch line of railway from Berhampore station on the East Coast State railway *viâ* Aska and Goomsur to Russelkonda, a distance of about 50 miles. Survey operations were commenced in December 1898, the field work has been finished and the results are awaited.

Raipur-Vizianagram Railway Survey (standard gauge).

9. The project, with plans, report and estimate, has been submitted and is under consideration. The estimated cost of the line is put down at:

Vizianagram-Sointilla section, 174·74 miles in length, Rs. 1,83,76,106, being at the rate of Rs. 1,05,163 per mile.

Sointilla-Raipur section, 135·88 miles in length, Rs. 1,19,34,955, being at the rate of Rs. 87,835 per mile.

The total cost of both the sections is, therefore, Rs. 3,03,11,061 or Rs. 97,554 per mile including provision for rolling-stock at the rate of Rs. 10,000 per mile, and provides for 75 lb. steel rails on cast-iron pot sleepers.

In addition to the main line, a branch line was also surveyed from Sointilla to Sonpur in order to effect a junction with the suggested railway from Sambálpur *viâ* Sonpur to Khurda Road on the East Coast State railway, for which a survey was made in 1892. This branch line is 48·24 miles in length and is estimated to cost Rs. 38,41,928 or Rs. 79,642 per mile, including rolling-stock.

A reconnaissance was also made of an alternative route, 18 miles in length, from Garividi station on the East Coast State railway *viâ* Gurbam and Shikarganji to Denkinavalasa, a proposed station on the Raipur-Vizianagram railway. It is stated that this alternative might be built at a cost of about Rs. 80,000 per mile.

All these figures are liable to considerable revision.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

MacLeod Ganj-Fazilka branch.

10. The survey of a line from MacLeod Ganj to Fázilka, a distance of 25 miles, has been completed. The branch could be built for Rs. 48,000 a mile, as no heavy works are required. The question of constructing the branch is under consideration.

Petlád-Cambay Railway (standard gauge).

11. The project for this railway, which is to be constructed at the entire cost of the Cambay State, has been received and is under consideration. The length of the line provided for in the estimate is 19·03 miles, but including an additional length of 1·75 miles for a proposed deviation, the total length of the line will be 20·78 miles.

The line is an extension of His Highness the Gaekwar's existing railway from Anand to Petlád. The ruling gradient is 1 in 200, and the curves are easy.

The cost of constructing 19·03 miles is put down in the estimate at Rs. 10,72,305 excluding rolling-stock, being at the rate of Rs. 56,348 per mile. The cost of constructing the additional 1·75 miles for the deviation is approximately estimated at Rs. 99,000.

Bombay-Sind Connection Survey (standard gauge).

12. The survey of a line of railway between Moghul Bhin in Sind and Bhúj in Cutch, referred to in last year's report, has been completed, and the reports and estimates are now under consideration. The line surveyed will be 130·42 miles in length, and is estimated to cost Rs. 1,20,58,685, giving a mileage rate of Rs. 92,459, which includes a provision of Rs. 19,923 per mile for rolling-stock.

The country traversed by the line in Sind consists of a flat plain raised very slightly above sea-level. From Moghul Bhin to the 10th mile, inundation canals from the Indus river supply water for rice cultivation, but beyond this till the Cutch border is reached, the country is a waterless and desolate waste. Between mile 21 and the Khori Creek, mile 46, the country is subject to salt-water inundation from the west during monsoon spring-tides, and is covered to a depth varying from 1 to 3 feet for about three months in the year. At mile 46½, the line, after passing the Khori Creek, enters Cutch, and keeping a generally south-easterly direction follows, as nearly as possible, the watershed of the country up to mile 115. The line then runs in a north-easterly direction to Bhúj which is reached at mile 128. The country traversed by the line in Cutch is rough and hilly, and the soil for the most part rocky. Two high ridges are crossed at miles 65 and 114.

The ruling gradient of the line is 1 in 150, of which grade there is a length of 14·68 miles occurring entirely in the Cutch section. An alternative estimate has, for purposes of comparison, been roughly taken out for a railway graded with a 1 in 200 ruling gradient, and gives a total increase in cost of about Rs. 13 lakhs over the estimate for the line with a ruling gradient of 1 in 150.

Throughout the line, the curves have been made as flat as possible, and in three instances only the radii are somewhat less than 5,729 feet.

The question of reconnoitring two alternative routes in connection with this line, *viz.*,

(i) Lakhpat *viâ* Badin and Tando-Muhmad Khan to Hyderabad (Sind), and (ii) Lakhpat *viâ* Rahim-ki-bázár to Badin with a branch from Badin to Mirpur Batoro,

is also under consideration.

Madras Railway (standard gauge).

Salem-Shevaroy branch survey.

13. A survey for a narrow gauge line from Salem station on the Madras railway to the foot of the ghât ascent to the Shevaroy hills, about $7\frac{3}{4}$ miles in length, was sanctioned in November 1898.

Shoranur-Cochin Railway (metre gauge).

14. The final location survey for this railway, mentioned in last year's report, has been completed and preliminary reports and estimates for the first 29·90 miles have been submitted. The project estimate for the entire line, about 64 miles in length, is under preparation.

Of the first 29·90 miles of the line, 0·60 mile is in British and the remainder, 29·30 miles, in Cochin territory. The line throughout its whole length traverses a very rough country, necessitating heavy earthwork in banks and cuttings. The ruling gradient is 1 in 80 and the sharpest curve used is 10° or 573 feet radius. The cost of constructing the first 29·90 miles is estimated at Rs. 22,34,390, which is at the rate of Rs. 74,477 per mile, and includes provision for rolling-stock. It is estimated that the whole line is not likely to cost more than Rs. 50,00,000, if constructed up to the standard required to meet the comparatively light traffic anticipated. Provisional sanction has been accorded to the construction of the line on the metre gauge at the expense of His Highness the Rajah of Cochin.

Baran-Kotah (2′ 0″ gauge) and Baran-Ajmere and Marwar (metre gauge) Railway Surveys.

Baran-Kotah light railway survey (2′ 0″ gauge).

15. A survey was made in 1895-96 of a line to connect Bárán, the terminus of the Goona-Baran railway, with Kotah, the capital of the Kotah State, and estimates prepared for both standard and metre gauge lines. As the probable traffic did not appear to warrant the cost of a standard or metre gauge railway from Bárán to Kotah and as the Kotah State was anxious to connect its capital with the railway system of India, a survey of the line on the 2′ 0″ gauge was undertaken at the request of the State in 1897-98. Reports on this survey together with the estimates of the cost of the line have been received. The line surveyed is 43 miles in length and is estimated to cost Rs. 9,49,649, being at the rate of Rs. 22,085 per mile, including rolling-stock.

The final decision of the Government of India on this survey has been deferred pending the result of a further survey to ascertain the best alignment for a connection between Bárán and the Rajputana-Malwa and Jodhpore-Bickaneer railways, which is now being carried out under the orders of the Government India and on which a report is given below.

Baran-Ajmere and Marwar railway survey (metre guage).

In October 1898, orders were issued for the survey of a railway from Bárán to Marwar Junction, with an alternative from Jhajpur to Nusseerabad.

Five parties were in the field in November and December 1898. It has been found that two routes are practicable between Bárán and Marwar Junction. Starting from Bárán, the alignment of the 1st route passes the towns of Kotah, Boondee, Jhajpur and Shahpoora, crosses the Neemuch branch of the Bombay, Baroda and Central India railway at Lambia, and runs on past the towns of Karera and Kurulia to the Pepli Pass in the Aravelli range near Marwar Junction. This alignment for the greater portion of its length runs through rich cultivated country studded with large towns and villages.

By the 2nd route, after passing Kotah, the alignment turns south to avoid the whole of the Boondee range of hills, and runs through a very wild and difficult country in the vicinity of the above range where there is little cultivation and the country is bare and rocky. As the Neemuch railway is approached, the country becomes easier and is rich. The Rajputana-Malwa railway is crossed at Mándal and the 1st route joined at Karera.

Both lines are governed by the Pepli Pass or a similar pass at Pitajee, some 5 miles south, which has been prospected. A line over the range giving a grade of 1 in 55 to 60 on the straights and 1 in 66 for the curves compensated, has been found and surveyed. The ruling grade is 1 in 150 on the other portion of the line.

Three large rivers are crossed, *viz.*, the Káli Sindh, the Chambal and the Banás, also several minor ones which will require some heavy bridging; but as a large portion of the line is carried along the water-sheds of the country, the bridging per mile on the whole length will be comparatively light.

On the Nusseerabad route, a line has been located from a point near the Banás river opposite Jhajpur to Kekri, and from Kekri to Nusseerabad. The old survey of 1889 has been adopted with some improvements, but the whole of the line has had to be re-located owing to there being little or no vestige left of the old location. Owing to a new and better crossing of the Káli Sindh and Chambal rivers having been found, the line from Bárán to Kotah has been also re-located.

The length of the line from Bárán to Marwar Junction will be about 216 miles and from Bárán to Nusseerabad about 160 miles. The project estimates for the line have not yet been submitted.

Bengal and North-Western Railway system (metre gauge).

Azamgarh-Shahganj extension—34·84 miles.

16. The plans and estimates for the Azamgarh-Shahganj extension, the survey work of which was completed during 1897-98, are about to be submitted.

Aunrihar-Jaunpur, 34 miles, and Ballia-Ghazipur, 33 miles, extensions.

The survey of the extensions of the Ganges-Gogra-Doab lines, noted on the margin, was sanctioned in April 1898. The survey of the line from Aunrihar to Jaunpur has been completed, and that from Ballia to Ghazipur is in hand and the plans and estimates are awaited.

Bairagnia-Bettiah-Bagaha extension—85 miles.

The plans and estimates for the proposed Bettiah-Bagaha and Shikárpur-Bairagnia extensions, noticed in last year's report, are under revision, as the high floods of the last rains have shown that more water-way than was originally provided for will be required.

Sakri-Jainagar branch.

The plans and estimates of the proposed branch of the Tirhoot State railway from Sakri to Jainagar, a distance of 30·47 miles, have been received. The country traversed is an easy one for railway construction; there are no heavy bridges on the line; and the ruling gradient is 1 in 1,000. The cost as shown in the estimate which has been submitted, is put down at Rs. 13,86,513, being at the rate of Rs. 45,504 per mile, exclusive of rolling-stock; land has been under-estimated, however, by Rs. 1,95,477, and the above estimate must be increased by this amount, bringing it up to Rs. 15,81,910 or Rs. 51,919 per mile, exclusive of rolling-stock. It is considered, however, that a sum of Rs. 14,47,166, being at the rate of Rs. 47,494 per mile, exclusive of rolling-stock; or of Rs. 15,99,516, which gives a mileage rate of Rs. 52,494, including a provision of Rs. 5,000 per mile for rolling-stock, is sufficient to construct the line up to a standard required for many years to come.

Mansi-Bháptiáhi Railway (metre gauge).

17. The plans and estimates of the Mansi-Bháptiáhi railway, the survey of which was noticed in last year's report, are under revision.

Rewári-Phulera Chord Line Survey (metre gauge).

18. The plans and estimates of a chord line from Rewári to Phulera with a branch to Kuchámán Road have been submitted and are under consideration.

The estimates submitted provide for metre gauge lines of 50lb. steel flat-footed rails on steel trough sleepers (except in the vicinity of the salt lakes

where deodar sleepers will be used) and show the following results:

(i) From Rewári to Kuchámán Road, 134·29 miles in length, Rs. 65,21,121, being at the rate of Rs. 48,560 per mile, including rolling-stock.

(ii) From Rewári to Phulera *viâ* Rungas, 131·17 miles in length, Rs. 63,53,045, being at the rate of Rs. 48,434 per mile, including rolling-stock.

An alternative survey has also been made of a line from Lamia, on the Rewári-Kuchámán Road alignment, to Phulera, passing the important towns of Kishengarh, Mendah and Bhaislana. The length from Rewári to Phulera by this route is 133·14 miles and the cost is estimated at Rs. 65,68,349, being at the rate of Rs. 49,334 per mile, including rolling-stock.

South Indian Railway (metre gauge).

19. As stated in last year's report, sanction was accorded to the survey of the proposed line from Erode *viâ* Satiyamangalam to Nanjangúd with the best adhesion grade that could be obtained on the ghât. The direction of the alignment is westerly from Erode to Gajelhatti crossing the Bhaváni river at Satiyamangalam. The section from Erode to Gajelhatti is on the whole an easy one and with some deviations from the trial alignment is suitable for a 1 in 100 grade.

Nanjangud-Erode railway survey.

The ascent to the Mysore plateau commences at Gajelhatti and the trace rises with a grade of 1 in 40 to the summit. The curves employed are mostly 12° or 476 feet radius, but there are a few spurs and ravines where the limit of curvature allowed for a metre gauge line may have to be employed, *viz.*, 16° or 358 feet radius. The ghât trace follows the hill-sides of the Kurubantrayanpallam nulla for 2½ miles; it then crosses to the Ebbala nulla, which, with its subsidiary nullas, it follows for 11 miles. The trace here reaches a small saddle and after leaving this, runs up round numerous ravines and spurs to the summit at Gattwadi, 18½ miles from Gajelhatti. The slopes of the hills are steep, varying generally from 1 in 2 to 1 in 3 or 4. The report states that a 1 in 40 grade is practicable. The trace from Gattwadi to Nanjangúd, 45 miles in length, was made with long stretches of straights, and some spurs have been crossed which can, to some extent, be avoided by the judicious use of curves. The section of this portion is an up and down one with rather heavy cuttings and banks in places, and with a probable ruling grade of 1 in 75 or 1 in 80.

Sanction has been accorded to re-stake out the line already surveyed between Mutupet and Adirampatnam and to survey an extension from Adirámpatnam to Avadayárkóvil, a distance altogether of 53 miles, and the work has just been started. The proposed line will run from Mutupet in a south-westerly direction to Adirámpatnam, 9 miles, and then turn north-west to Pattukóttai, 16½ miles; from this town, it is proposed to follow the direction of the public road to Arantángi, 44 miles, where it will turn south to Avadayárkóvil, 53 miles.

Mutupet-Avadayarkovil railway survey.

Since the completion of the survey in 1895, no work had been done on this line until this year. Orders were issued in November 1898 for a re-survey of the section from Madura to Paramagudi, 46 miles in length, on the south side of the Vaigai river; for a survey of a branch line from Sembarayendal to Sivaganga, 10 miles; and for re-staking out the section between Paramagudi and Toni Torai, 46 miles, surveyed in 1895.

Madura-Pamban survey.

One party commenced survey work on the first section, Madura to Paramagudi, on the 14th December 1898, and the alignment of the main line has been completed up to Paramagudi. The preliminary survey made in 1886 over this same length has been of great assistance in determining the route; deviations where possible, however, have been made in order to place the line on higher and drier ground, and alterations made to avoid breaches by the possible bursting of the tanks along the route.

Work on the survey of the branch to Sivaganga will be started immediately and will probably take off from Tiruppachettee.

The survey party of the second section, Paramagudi to Toni Torai, commenced work in the first week in January 1899. Besides the work orginally ordered, a

detailed survey has been made of a proposed line on the island of Rámesvaram, from Pámban along the south side of the island and up to the sacred town of Rámesvaram (about 9 miles), and also a preliminary survey of the Pámban reef (about 1 mile) connecting Pámban with the main land. A detailed report with estimates is under preparation.

The construction of the Madura-Pámban line was sanctioned in April 1899.

Tinnevelly-Quilon survey.

Orders were issued in January 1899 to prepare estimates for the final survey of the ghât section, second division, and for re-staking the first and third divisions of the line prior to starting construction on the alignment surveyed in 1895. Arrangements are being made to start these surveys.

The construction of the Tinnevelly-Quilon railway was also sanctioned in April 1899.

Assam-Bengal Railway (metre gauge).

Tilagaon-Sylhet and Akhaura-Bhairab Bazar branches.

20. The field work in connection with the survey of the branch lines from Tilágáon to Sylhet, 38 to 40 miles in length, and from Akhaura to Bhairab Bazar, 18½ miles, which was commenced early last cold weather, will be completed during the present season and the projects will be drawn up during the rains.

Survey of connection with Dibru-Sadiya railway.

The field work in connection with the survey of the 18th division from near Nazira (mile 514 in section III), with the alternative alignments, one to connect with the Dibru-Sadiya railway at Makum and the other at Margherita, is in progress.

Hajiganj-Shatnol survey.

A reconnaissance has been made by the Assam-Bengal Railway Company for an extension from Hájiganj to Shatnol, a distance of 25 miles, with a ferry thence to Náráyanganj, 12 miles distant. A report with a rough estimate of cost has been submitted to the Government of India. The cost of the proposed line, 25 miles in length, has been estimated at Rs. 25,70,924 or Rs. 1,02,837 per mile including rolling-stock, and the cost of the wagon ferry is estimated at Rs. 9,46,000.

A detailed survey has been sanctioned and work thereon commenced.

Burma Railways (metre gauge).

Thibaw ('Hsipaw)-Mone (Mongnai) survey.

21. The line from Thibaw to Moné has as yet been only partially surveyed and estimated for. The total length of the proposed extension from its junction with the Mandalay-Kunlon railway near Thibaw ('Hsipaw) to Moné (Mongnai), the best known and most rapidly increasing of the towns of the Shan country, is approximately 200 miles. An easy 1 in 40 line has been found from Thibaw ('Hsipaw) to Manpan, a distance of 50 miles, on which the location was completed by June 1897, together with a reconnaissance as far as Kehsi-Mansam, about the 87th mile. The total cost of these 50 miles is estimated at Rs. 35,61,178, corresponding to Rs. 71,223 per mile. The steepest gradient is 1 in 40, of which there are 4·73 miles. The ratio of gradients to total length of line is 82 per cent. and the average amount of rise per mile 46·8 feet. Ten degree or 573 feet radius curves are the sharpest on the line. Starting from Thibaw the line runs south-eastward, *viâ* Nakan and Naungtauk and then up the valley of the Namlan, to Manop. Thence onwards to Manpan near the 50th mile. Beyond this point, a further length of 12 miles was surveyed in detail and laid out; but as it was found that this route would mean very heavy work in parts, and as a difficult winding gorge was encountered at the 62nd mile, further investigations were made, and eventually by starting from the 52nd mile, a better route was found more to the eastward. The best route from this point will probably be found to be by the valleys of the Namhen and Namteng to Laikha (Legya, mile 140), the capital of what was once the largest and richest of the Shan states. About mile 180, the cart-road from Tounggyi to Kengtung will cross the railway. The town of Moné (Mongnai) would be reached at the 200th mile.

Salween extension.

This line is an extension of the Mandalay-Kunlon railway to Kunlon from the point where the present line first meets the Salween river. It has only partially been surveyed and estimated for. A report with approximate estimates and tabulated details for the portion, 12·82 miles, of the Salween section of the Mandalay-Kunlon railway which was surveyed in the season of 1896-97, was submitted in May 1898. The survey started from a point on the right bank of the Salween at mile 230½ (corrected) from Myohaung Junction, a little above the junction with the Namkyet stream, where the location of the Mandalay-Kunlon railway ended in 1893-94. The line follows the Salween river; the chief difficulty being met with in the first three miles, *viz.*, a cliff 400 feet high in a sharp bend near the village of Hatook. At mile 234½, a suitable site for a crossing station was found at a convenient distance from the last station Mongkyet (mile 223½). In the 236th and 241st miles, there are some deep banks and cuttings, but on the whole the work is comparatively easy up to the end of the located line at mile 243·32. The total cost of the first 12·82 miles is estimated at Rs. 22,05,704, equal to Rs. 1,72,052 per mile. The steepest gradient is 1 in 40. A 12 degree or 478 feet radius curve is the sharpest one used, and it is probable that a considerably cheaper line can be found by using sharper curvature. In the middle of December 1898, two parties took the field: one party to continue the location of the 1897 line described above to some point near Kunlon, and the other to make a reconnaissance of the route from Lashio *viâ* Theinne (Hsein-wi) with the object of ascertaining the best route for a railway having as its objective a continuation *viâ* the Namteng valley towards Talifu. Both parties have made considerable progress.

Bassein-Henzada survey.

In August 1898, projects were submitted for the construction of a branch line from Bassein to Henzada on the right bank of the Irrawaddy, a distance of 94·90 miles. It is proposed to cross the river at Henzada by a wagon ferry to Tharrawa, on the left bank, about four miles up, and to construct another branch line, 24·11 miles long, from Tharrawa to a junction with the Prome branch. The plans and estimates for these branches were submitted in September 1898, the cost of the Bassein-Henzada branch, including the ferry, amounting to Rs. 77,14,692 or a total mean rate per mile of Rs. 81,292, and that of the (Thonzé) Tharrawaddy-Henzada branch, to Rs. 21,47,357, including Rs. 33,075 for the cost of landing stage and one steamer to carry passengers, or equal to Rs. 89,063 per mile. The country traversed by both lines is flat and easy, presenting no particular engineering difficulties beyond the possible trouble with foundations caused by the great depth of alluvial silt at the bridge sites. On both lines the steepest gradient is 1 in 200. On the Bassein-Henzada branch the stiffest curve is a 4° one (1,432 feet radius). On the Tharrawaddy-Henzada branch the stiffest curve is one of 5° (radius 1,146 feet). The Bassein-Henzada branch passes through the following important towns: Athok, mile 41, Zegyi, mile 52, Aingthabyu, mile 68, Neikban, mile 82.

The Tharrawaddy-Henzada branch runs through paddy-fields for the first five miles from Tharrawaddy, crossing the Myit-ma-ka river near Pogaung at the 5th mile; thence in a north-westerly direction to the Irrawaddy at Tharrawa, where there is a high well defined bank beyond the reach of any flood, with deep water alongside at all times of the year and otherwise suitable for the placing of a ferry pontoon. A similar favourable landing place on the Henzada side is to be found some 2 miles below the town of Henzada.

Sagaing bridge.

A report and preliminary estimate were prepared for a proposed bridge over the Irrawaddy at Sagaing, but as it was deemed desirable to investigate this project further, an estimate of the cost of fresh surveys and borings is under submission.

Pegu-Moulmein railway connection survey.

A reconnaissance report and approximate estimate have been received of the cost of a line to run from a point on the Rangoon-Mandalay line, 50 miles from Rangoon, north of the Pegu river crossing, *viâ* Abya to Sittang (where a very favourable crossing of the Sittang river has been found), thence south-easterly *viâ* Kyaikto, Dawoon, Thatôn and Paung to Martaban (114 miles from the Pegu river junction) on the main channel of the Salween opposite Moulmein. The cost has been estimated at Rs. 92,04,000 or Rs. 80,787 per

mile. The Salween river opposite Martaban is about a mile wide, and the conditions are favourable for a ferry service between Martaban and Moulmein.

Kinu-Kabwet-Thabeitkyin railway survey.

The object of this line is chiefly to open out the Kabwet coal mines and serve the important Ruby mines district. The survey was started on the 1st January 1899. The line will probably run from Shwebo on the Mu Valley line by a more or less direct route to the Kabwet coal mines, and thence to a point on the Irrawaddy opposite Thabeitkyin.

Rohilkund and Kumaon Railway, Company's section (metre gauge).

Kichha-Kashipur extension.

22. The plans and project estimates of the Kichha-Kashipur extension are awaited.

Extensions of the Gaekwar's Railway (metre gauge).

Chausama-Bechraji Mota railway.

23. This survey, which was noticed in last year's report, was completed in April 1898. The section from Pátan, the present terminus, to Chausama, 10 miles in length, had been surveyed in 1893; the present survey, 17¼ miles in length, is thus an extension of the same. The country traversed by the line is a cultivated undulating plain. The only physical difficulty met with is the Rupen river. The average cost per mile for this line is estimated at Rs. 42,295.

Patan (*vid* Sami)-Radhanpur and Viramgam, (*vid* Sami)-Radhanpur railway surveys.

The survey for a line from Pátan *vid* Sami to Radhanpur, 44·24 miles in length, with an alternative route from Viramgám *vid* Sami to Radhanpur, 61·83 miles in length, was undertaken by the Bombay, Baroda and Central India Railway Company at the instance of the Radhanpur State, work being commenced in February 1898. The starting points are the termini of His Highness the Gaekwar's railways, metre gauge. From Pátan to Sami, 27½ miles, the country is of a rolling sandy description till within about 7 miles of Sami, where the flat black soil plain begins. Only one nulla of importance is met with at mile 17, where three spans of 40-foot girders are proposed for it, and again at 21½ miles, where six spans of 20-foot may be adopted. From Viramgám to Radhanpur, the whole tract is a flat black soil plain, gently sloping towards the Runn of Cutch. The alignment is intersected by a number of rivers. Sami, (which is a town of some importance), the junction with the alternative alignment from Pátan, is reached at mile 45¼. The Radhanpur authorities desire that it should be served by whichever project is adopted. From Sami to Radhanpur, mile 61½, the same alignment has been adopted in both proposals. On this section, the country is liable to be flooded during exceptional monsoons through overflowing of the Saraswati and Banás rivers, the beds of which are shallow. An embankment well above flood level has, therefore, been estimated for. The survey was finished by May 1898. The average cost per mile of the line, from Pátan to Radhanpur, works out to Rs. 48,398, and that from Viramgám to Radhanpur, to Rs. 47,436. The steepest gradient is 1 in 200 and the sharpest curve has a radius of 2,865 feet.

Jodhpore-Bickaneer Railway (metre gauge).

Suratgarh-Bhatinda extension.

24. The last 88 miles of the Bickaneer-Bhátinda section, from Suratgarh to Bhátinda, have been surveyed and pegged out. The estimates for construction of the line have been submitted for sanction and are now under consideration. From Suratgarh the line crosses the dry bed of the Ghaggar river and runs along the north-west edge as far as Hanumangarh. From this point the line turns to the north and passes through a flat sandy country to Bhátinda. The ruling gradient is 1 in 150; but as a rule the gradients are exceedingly flat; the sharpest curve has a radius of 2,865 feet, and no great provision for waterway will be necessary. The cost of constructing the section is estimated at Rs. 19,42,757 including rolling-stock, being at the rate of Rs. 22,077 per mile.

Bhávnagar-Gondal-Junágad-Porbandar Railway (metre gauge).

25. The subject of the provision of through metre gauge connection between the Bhávnagar-Gondal-Junágad-Porbandar railway and the Rajputana-Malwa railway system, and thus with the metre gauge system of Northern India has been under consideration. In order to effect this connection, the Government of India have decided on the conversion to the metre gauge of the present 5′ 6″ gauge section of the Bombay, Baroda and Central India railway between Wadhwan and Viramgám.

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26. Statement No. 6 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, and of sanctioned projects on which no progress has been reported or on which commencement of work has not yet been authorised. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
A		Miles.	Rs.	
Agra-Delhi Chord	Standard	121	90,76,000	Survey completed.
Ahmadpur-Baidyanáth	,,	61	55,17,000	Survey completed.
Ahmadpur-Cutwa	,,	32	32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kanch-Jagamandhpur-Sind river	Standard 2′ 0″	30	5,85,000 2,92,000	Under survey.
Akhaura-Bhairab Bazar	Metre	19	15,25,000	Under survey.
Akola-Hingoli	Metre 2′ 6″	56	16,49,000 14,49,000	Surveyed.
Ammayanáyakkanúr-Kuruvanath	2′ 6″	75	30,00,000	Not surveyed.
Amritsar-Tarn Taran-Sarhali	Standard	25	15,00,000	Reconnoitred.
Arsikere-Hassan	Metre	27	19,25,000	Surveyed in 1895-96.
Assam-Burma Connection	,,	284	3,83,00,000	Surveyed in 1895-96.
Aunrihar-Jaunpur	,,	34	12,92,000	Surveyed.
Azamgarh-Sháhganj	,,	35	14,00,000	Survey completed.
B				
Baidyanáth-Nawada	Standard	75	60,00,000	Surveyed in connection with the Western Bengal railway project.
Bairagnia-Bagaha	Metre	85	38,25,000	Surveyed.
Ballia-Ghazipur	,,	33	15,64,000	Under survey.
Baran-Ajmere and Marwar railway (including Tonk branch, 10 miles).	Standard Metre	276	2,29,14,000 2,26,60,000	Under survey.
Baran-Kotah	Standard Metre 2′ 0″	43	35,96,000 34,88,000 9,50,000	Surveyed in 1895-96 and again in 1897-98 for a 2′ 0″ gauge line. Revised survey being made in connection with Baran-Ajmere and Marwar railway.
Barasat-Bhaduria	2′ 6″	40	6,40,000	Surveyed by the promoters.
Bareilly-Soron	Metre	63	53,50,000	Surveyed.
Bársi Town-Latur	2′ 6″	68	34,00,000	Not surveyed.
Bársi Road-Pandharpur extension	2′ 6″	33	13,39,000	Surveyed.
Begamsarai-Rowsara	Metre	14	5,04,000	Not surveyed.
Bellary-Rayadrug	2′ 0″	33	8,87,000	Not surveyed.
Berhampore-Gopálpur	Standard	9	6,30,000	Not surveyed.
Berhampore-Russelkonda	2′ 6″	50	20,00,000	Under survey.
Bettiah-Singarpur	Metre	23	10,35,000	Surveyed.
Bezwada-Jaggiapett	Standard	54	43,50,000	Not surveyed.
Bezwada-Masulipatam	Standard	44	53,00,000	Surveyed.
Bhágalpur-Baust-Baidyanáth	,,	86	69,81,000	Surveyed.
Bhagwangola-Katihár-Ráyganj	Metre	153	1,10,86,000	Survey from Rampur Beanlea to Ráyganj and Malda to Katihár completed. See also Ránaghat-Ganges-Katihár.
Bhera-Jhang	Standard	110	55,00,000	Not surveyed.
Bombay-Sind Connection	,,	350	3,50,00,000	Surveyed.
Bongong-Kot chandpur	2′ 0″	30	12,00,000	Survey completed. Alternative to the Kissengunge-Kotchandpur-Magnra line.
Botád-Barwalla	Metre	14	9,00,000	Reconnoitred.
Brahmapuri-Nágpur branch	Standard	55	27,50,000	Not surveyed.
Burdwan-Cutwa	,,	34	26,49,000	Surveyed. Alternative to the Hooghly-Cutwa line.
Burdwan-Howrah Chord	,,	57	77,50,000 49,00,000	Double line Single line Under survey.

STATEMENT No. 6—*contd.*

***Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised*—contd.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
C				
Cachar District tramways	2′ 6″	60	14,75,000	Reconnoitred.
Calcutta Central	Standard	3	1,00,00,000	Not surveyed.
Chakardharpore-Ranchi-Lohardaga	2′ 6″	110	31,00,000	Not surveyed. Alternative to Purulia-Ranchi line.
Chandausi-Gajrala	Standard	44	22,50,000	Surveyed.
Chandipur (Madhyamgram)-Taki, with Bhaduria branch.	,,	39	17,20,000	Under survey.
Chánga Mánga-Chunian-Pakpatan	,,	70	56,00,000	Not surveyed.
Chausama-Bechraji Mota	Metre	17	7,20,000	Surveyed.
Cherra-Companyganj extensions	2′ 6″	26	12,70,000	Partially surveyed.
Coonoor-Ootacamund	Metre	12	19,19,000	Surveyed.
D				
Dacca-Tangail (Dacca-Mymensingh extension)	Metre	54	35,64,000	Not surveyed.
Daltonganj-Sini	Standard	190	1,90,00,000	Not surveyed.
Dera Ghazi Khan-Sakki Sarwar	,,	35	35,00,000	Not surveyed.
Dharmapuri-Morappur	2′ 0″	16	4,30,000	Not surveyed.
Dhubri-Gauháti extension, Golakgunge-Gauháti section	Metre	134	84,37,000	Survey completed.
Dhubri-Rungpore, Mogalhát-Dhubri section	,,	39	42,34,000	Survey completed.
Dindigul-Salem	Standard	60	60,00,000	Not surveyed.
E				
East Indian, Jherriah extensions	Standard	14	5,39,000	Under survey.
East Indian, Sitarámpur-Howrah section, quadrupling of line	,,	138	1,50,00,000	Under survey.
F				
Faridpur-Munshiganj extension (Goalundo-Náráyanganj)	Metre.	40	58,47,000	Reconnaissance survey made.
Farukhabad-Shikohabad	Standard	66	45,20,000	Surveyed.
Fatehpur-Markundi	,,	61	42,70,000	Not surveyed.
Feni-Noakhali	2′ 6″	27	5,40,000	Not surveyed. Alternative to the Láksám-Noakhali-Ichakhali line.
G				
Goalundo-Dacca (Dacca-Mymensingh extension)	Metre	42	27,72,000	Not surveyed.
Godhra-Baroda Chord	,,	45	34,12,000	Surveyed in 1895-96.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
G—*concld.*		Miles.	Rs.	
Gondia-Chanda, with Nágpur branch .	2' 0"	125	62,50,000	Satpura plateau lines under survey.
Gorakhpur-Bettiah (Gorakhpur-Captainganj-Bagaha)	Metre	75	33,40,000	Not surveyed.
Gurmukhteswar-Khurja	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut	,,	29	17,61,000	Surveyed in 1895-96.
Gya-Kátrásgarh	,,	112	1,96,00,000	Under survey.
H				
Hájiganj-Shatnol	Metre	5	25,71,000	Survey completed.
Harpálpur-Nowgong	2' 0"	19	2,98,000	Survey completed.
Harpálpur-Rath	2' 0"	26	3,66,000	Survey completed.
Hassan-Mangalore	Metre	111	1,67,63,000	Survey completed.
Hingajea-Sylhet	2' 6"	40	12,50,000	Not surveyed. Alternative to the Tilágáon-Sylhet line.
Hooghly-Cutwa	Standard	65	63,12,000	Surveyed.
Hospet-Kottur	2' 0"	35	9,41,000	Not surveyed.
'Hsipaw (Thibaw)-Moné	Metre	200	1,50,00,000	Under survey.
Hyderabad-Guntakal (Hyderabad-Kistna River).	,,	168	1,40,00,000	Not surveyed.
J				
Jech Doab (Malakwál-Lyallpur) . .	Standard	100	50,00,000	Not surveyed.
Jubbulpore-Gondia	,,	135	67,50,000	Reconnoitred for the standard gauge. Survey of the Satpura plateau lines on the 2' 0" gauge now in hand.
Jullundur-Hoshiarpur	,,	24	12,33,000	Survey completed.
Jullundur-Kapurthala	,,	13	6,03,000	Survey completed.
K				
Kala-ki-Sarai-Sultanpur (Kashmir) . .	Metre	40	32,00,000	Surveyed.
Kalikiri-Rayachoti	2' 0"	32	8,60,000	Not surveyed.
Kalka-Simla	2' 0"	68	70,89,000	Surveyed.
Káthgodám-Nainital	2' 0"	13	12,00,000	Examined.
Khurda-Sambalpur	Standard	190	2,37,00,000	Surveyed.
Kichha-Kashipur	Metre	45	20,00,000	Surveyed in 1897-98.
Kinu-Kabwet-Thabeitkyin . . .	,,	32	15,00,000	Under survey.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
K—*concld.*		Miles.	Rs.	
Kissengunge-Kotchandpur-Magura	2′ 6″	51	13,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kissengunge-Titalia-Siliguri	Metre	55	25,00,000	Not surveyed. Alternative to the Saidpur-Titalia line.
Kohat and Bannu	Standard	245	2,45,00,000	Under survey.
Krishnagiri-Tirupatur	2′ 0″	25	6,72,000	Under survey.
Kuchámán-Rewari	Metre	134	65,25,000	Survey completed.
Kuchámán-Sirsa	,,	170	58,31,000	Not surveyed.
Kurjet-Uran Salt-fields	Standard	15	12,00,000	Not surveyed.
Kurnool branch	Metre	36	11,31,000	Surveyed.
L				
Lákasám-Noakhali-Ichakhali	Metre	38	22,80,000	Reconnoitred.
Lodhrán-Karor	Standard	18	9,00,000	Not surveyed.
Ludhiána-Dhuri-Jakhal	,,	80	42,77,000	Surveyed in 1897-98.
Ludhiána-Ferozepore	,,	77	44,66,000	Surveyed in 1893-94.
M				
MacLeod Ganj-Fázilka	Standard	25	12,00,000	Survey completed.
Madura-Pámban	Metre	102	43,86,000	Surveyed in 1894-95. Under location.
Mandra-Chakwal	Standard	40	22,00,000	Not surveyed.
Mangaldai tramway (Rangamati Ghát-Ghagrapara)	2′ 6″	35	7,89,000	Not surveyed.
Mangalpur-Suri-Synthia	,,	50	40,00,000	Not surveyed.
Mansi-Bháptiáhi	Metre	80	50,07,000	Surveyed.
Mári-Bannu	Standard	100	1,00,00,000	Surveyed. Alternative to Kohat-Bannu.
Máyavaram-Tranquebar	Metre	15	6,75,000	Reconnoitred.
Meerut-Baraut	Standard	30	24,00,000	Not surveyed. Alternative to the Shahdara-Baraut branch.
Meerut-Hapur	,,	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Midnapore-Jherriah	,,	122	1,22,12,000	Survey completed.
Moradabad (or Rámpur)-Rámnagar	,,	47	25,00,000	Surveyed.
Mutapet-Avadayárkóvil	Metre	53	17,00,000	Under survey.
Muxoodpore-Majeegati (Bengal Central railway)	Standard	18	14,40,000	Under reconnaissance.
Mymensingh-Netrakona (Dacca-Mymensingh extension)	Metre	24	15,84,000	Not surveyed.
Mysore-Fraserpet	,,	52	25,00,000	Not surveyed.
N				
Nágdá-Baran-Muttra	Standard	355	3,50,69,000	Surveyed in 1895-96.
Naiháti-Ballygunge (independent line)	,,	25	20,00,000	Under survey.
Naiháti-Dum Dum, and Canal Junction, quadrupling of line, with double track to Ballygunge	,,	20	16,00,000	Under survey. Alternative to Naiháti-Ballygunge independent line.
Nadiad-Kapadvanj	2′ 6″	28	8,74,000	Reconnoitred.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	Remarks.
N—*concld.*		Miles.	Rs.	
Nanjangúd-Erode	Metre	110	74,46,000	Under survey.
Narasarávupet-Pondugal	2′ 0″	45	12,10,000	Not surveyed.
Nattore-Rampur-Beaulea	Metre	22	11,15,000	Surveyed in 1895-96.
Nowahera-Mardan-Dargai	2′ 0″*	39½	16,12,000	Survey completed.
Nusseerabad-Kekri	Metre	35	9,00,000	Revised survey being made in connection with Baran-Ajmere and Marwar railway.
P				
Pálghat-Dindigul	Metre	115	85,00,000	Under survey.
Pandharpur-Sangola	2′ 6″	17	6,97,000	Reconnoitred.
Pánipat (or Sonépat)-Saháranpur	Standard	60	48,00,000	Not surveyed.
Pátan-Radhanpur	Metre	44	21,30,000	Surveyed.
Pathánkot-Baijnath	Standard	70	70,00,000	Not surveyed.
Pegu-Moulmein	Metre	114	92,04,000	Reconnoitred.
Petlád-Cambay	Standard	19	11,00,000	Surveyed.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed in 1895-96.
Pilibhit-Barm Deo	,,	40	16,00,000	Not surveyed.
Pindrei-Mandla branch	2′ 0″	27	13,50,000	Satpura plateau lines under survey.
Pindrei-Seoni branch	,,	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salem	Metre	116	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila	,,	176	1,13,00,000	Not surveyed.
Puri-Astrang	Standard	34	27,20,000	Not surveyed.
Purulia-Ranchi	,,	75	1,50,00,000	Ranchi plateau lines under survey.
R				
Ráyganj-Lahirihat-Atwari	Metre	53	21,00,000	Not surveyed. Alternative to the Kissengunge-Titalia-Siliguri line.
Raipur-Vizianagram with Sonepore branch	Standard	359	3,42,000	Survey completed.
Ránaghat-Ganges-Katihár	Not fixed	291	4,46,45,000	Under survey.

* It has subsequently been decided to adopt 2′ 6″ gauge, and the estimates are being revised accordingly.

STATEMENT No. 6—*concld.*

***Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised*—concld.**

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
S		Miles.	Rs.	
Sábarmati-Dholka	Metre	34	13,08,000	Survey completed.
Saidpur-Titalia	,,	66	29,84,000	Surveyed in 1895-96.
Sakri-Jainagar	,,	30	16,00,000	Surveyed.
Salem-Shevaroy Hills	2′ 6″ 2′ 0″	8	3,20,000 2,16,000	Under survey.
Seoni-Chindwara	2′ 0″	40	20,00,000	Satpura plateau lines under survey.
Shahdara-Baraut	Standard	30	24,00,000	Not surveyed. Alternative to Meerut-Baraut branch.
Shoranur-Cochin	,,	64	50,00,000	Surveyed in 1894-95. Under location.
Singia-Lohardaga branch	,,	23	29,56,000	Surveyed.
Sitarámpur-Khorabad	,,	5	4,00,000	Under survey.
Sripúr-Tangail (Dacca-Mymensingh extension)	Metre	41	27,06,000	Not surveyed.
Sukkur-Shikárpur-Nasrat	Standard	46	36,83,000	Survey comp
Sultanpur-Srinagar	,,	160	1,09,00,000	Surveyed.
Suratgarh-Bhátinda	Metre	88	19,43,000	Survey completed.
Sylhet District tramways	2′ 6″	4	12,00,000	Reconnoitred.
Sylhet District tramways (Supplementary)	2′ 6″	105	40,40,000	Reconnoitred.
T				
Tarkessar extension	Standard	50	25,00,000	Not surveyed.
Tharrawaddy (Thónzé)-Henzada-Bassein)	Metre	119	98,62,000	Survey completed.
Tilágáon-Sylhet	,,	38	38,00,000	Under survey.
Tinnevelly-Quilon	,,	103	1,01,62,000	Surveyed in 1894-95. Under location.
Trichinopoly-Thondi	,,	86	37,50,000	Not surveyed.
V				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Viramgám-Sami-Radhanpur	,,	62	29,41,000	Surveyed.
Vizianagram-Bimlipatam	Standard	15	9,39,000	Not surveyed.
W				
Warora-Waranga	Standard	187	1,71,00,000	Partially surveyed.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist and the general depths reached at the end of the year 1898 are given below:

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit. Down cast, drawing coal and pumping	650	Bhalmoritand. Up cast, drawing coal	244
23 D. Down cast, pumping and drawing coal	429	Joktiabad. Down cast, driving main galleries	472
17 B. Down cast, drawing coal	295	Joktiabad. Up cast, air shaft	472
23 B. Up cast, drawing coal	242	15 A. Bhadnah incline, worked out in March 1898	472
2 C. Up cast, drawing coal	156	7 Bhaduah, worked out in March 1898	472
7 Jogitand. Up cast, pumping and drawing coal	272	Paltu's Incline, Bhaduah	472
1 Jogitand. Up cast, drawing coal	178	Lillo's Incline, Bhaduah	472
Bitagarha. Down cast, pumping and drawing coal	252	10 Bhadnah Incline	472
Sariabad. Up cast, drawing coal	231	23 D. Incline. Down cast and haulage road for coal	472
Baloodenga. Down cast, driving main galleries	267	Moholichoa Incline	472
Domohani	172	23 B. Incline. Up cast and haulage road for coal	472
23 E. Sunk to lower seam	211	2 Mathadih Incline	472

Serampore.

16 A. Down cast, pumping	344	42 E. Up cast, drawing coal and water	63
21 Up cast, drawing coal	279	Hetia pit, auxiliary to 1 Kamaljore	168
25 Down cast, pumping and drawing coal	199	Parathdih Incline	168
42 D. Down cast, drawing coal	83	Khandiha Incline	168
1 Kamaljore. Down cast, drawing coal	176	42 D. Incline. Haulage road for coal	168
2 Kamaljore Up cast, ventilating shaft.	176	2 Central pit in course of sinking	145
1 Central pit. Up cast, drawing coal and water	466		

The following table shows the output and number of persons employed during 1898 compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Total	Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.		
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	6,113	363,116	38,659	52,246	454,021	74
1898	6,512	375,303	30,350	55,891	461,544	72

Out of the slack, 14,032 tons of coke were made. The development of the colliery has kept pace with the output, and is being pushed to meet the increasing demand.

The capital outlay on the collieries to the 31st December 1897 amounted to Rs. 12,32,312, and the expenditure during the year to Rs. 79,075, making a total outlay to the 31st December 1898 of Rs. 13,11,387.†

The total receipts at the sanctioned issue rates were Rs. 9,51,681, and the charges, including sinking fund on working, coke manufacture and briquette, Rs. 9,51,681.

* All coal which will not pass through a ¾" mesh is classed as large coal.

† This outlay is made up of the purchase money Rs. 3,05,154, which represented half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

The quantity of coal and coke sold to the public, contractors, the Moghal-Sarai-Gya branch of the East Indian railway and the South Behar railway amounted to 21,408 tons and the amount realized was Rs. 53,116. The cost on the net output was Rs. 1-15·5 per ton.

The "Jubilee" pit is connected with Sariabad by a gallery 3,000 feet long and ventilation is now assured. A large output can be got from this mine.

No. 2 "Central" pit sinking has been carried on. These two shafts (Nos. 1 and 2) will land a large output.

The "Joktiabad" air shaft is complete and connected with the main shaft, and the mine is opened out and ready for output. When the pump is fixed, the cages will be put in and coal working commenced.

The briquette plant was worked as required, and when smithy coal was available.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . .	1	28	1	30	6,113	6,113	454,021	454,021	363,116	363,116
1898 . . .	3	35	3	35	2,170	2,170	153,848	153,848	125.101	125,101

Warora colliery.

2. This colliery, which is worked by Government, has seven shafts of depths and uses as under:

	Feet.	
Pit No. 1 . . .	245	Pumping.
Pit No. 2 . . .	215	Winding.
Pit No. 3 . . .	239	Pumping.
Pit No. 4 . . .	181	Winding.
Pit No. 5 . . .	174	Winding.
Pit No. 6 . . .	102	Ventilating.
Pit No. 7 . . .	170	Ventilating.

The following table shows the output and number of persons employed during 1898 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	821	90,914	20,740	111,654	136
1898	862	102,545	24,692	127,237	148

The increase of 15,583 tons in the total output is, it is explained, chiefly due to the larger demands from the Great Indian Peninsula railway and petty customers, owing to a more favourable cotton crop than in the previous year.

* All coal which will not pass through a $\frac{3}{4}$" mesh is classed as large coal.

The receipts during the year amounted to Rs. 5,95,790 and the expenditure to Rs. 4,23,705, thus showing a net profit of Rs. 1,72,085, equivalent to a return of 9·58 per cent. on the capital outlay.

The sales during the year are briefly detailed below:

	Large coal.	Small coal.	Total.
	Tons.	Tons.	Tons.
Great Indian Peninsula railway	63,312	...	63,312
Empress Mills, Nágpur	923	15,101	16,024
Hinganghat Mill Company	3,529	998	4,527
Berar Manufacturing Company	5,128	...	5,128
Other customers	23,629	1,460	25,089
TOTAL	96,521	17,559	114,080

During the year, 3,097 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The capital outlay on the colliery up to the 31st December 1897 amounted to Rs. 18,66,832, and as the capital transactions of the year resulted in a credit of Rs. 71,571, the outlay on the 31st December 1898 was reduced to Rs. 17,95,261.

The receipts during the year from fire-bricks and tiles amounted to Rs. 37,789 and the expenditure to Rs. 28,564.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	2	4	2	4	410	410	55,827	55,827	45,457	45,457
1898	1	3	1	3	862	862	127,237	127,237	102,545	102,545

The fatal accident during the year was caused by the fall of side coal.

Umaria colliery.

3. This colliery which is worked by Government consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1	Shaft for water-supply to the station (steam power)	123
Pit No. 2	Up cast, ventilating shaft	131
Pit No. 3	Down cast, drawing coal	117
Pit No. 4	Down cast, main pumping shaft	236
Pit No. 5	Up cast, pumping shaft	192
Pit No. 6	Down cast	93
Pit No. 7	Up cast, pumping shaft	270
Pit No. 8	Down cast, drawing coal	244
Pit No. 9	Down cast, in course of sinking	116
Pit No. 10	Down cast, sinking completed, putting in cages, etc.	199
Incline No. 1	Travelling road for workmen and ventilation	181
Incline No. 2	Haulage road for coal	216
Incline No. 3	Travelling road for workmen and ventilation	216
Incline No. 4	Haulage road for coal	281
Incline No. 5	Haulage road for coal	143
Incline No. 6	Travelling road for workmen and ventilation	90

The following table shows the output and number of persons employed during 1898 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year . . .	2,617	78,417	46,361	124,778	47
1898	1,931	90,022	44,704	134,726	69

The increase of 9,948 tons in the total output was due to the extension of work.

The capital outlay on the colliery to the 31st December 1897 amounted to Rs. 12,08,880, and as the capital transactions of the year resulted in a credit of Rs. 55,136, the outlay on the 31st December 1898 was reduced to Rs. 11,53,744.

The receipts during the year amounted to Rs. 4,48 350 and the expenditure to Rs. 4,09,252, thus showing a net profit of Rs. 39,098, equivalent to a profit of 3·38 per cent.

The sales during the year are briefly detailed below:

	Large coal.	Screened nut coal.	Screened dust.	Slack coal.	Unscreened dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . .	51,120	...	...	...	...	...	51,120
Great Indian Peninsula railway .	11,113	1,521	...	...	...	...	12,634
Bengal-Nágpur railway . .	4,501	...	...	...	...	...	4,501
East Indian railway . . .	15,910	...	...	...	...	...	15,910
Other customers	8,596	17,126	711	9,483	4,506	434	40,856
Coal consumed in colliery boilers .	...	28	4,763	6,377	231	987	12,386
Total . .	91,240	18,675	5,474	15,860	4,737	1,421	1,37,407

The colliery is still under development. No. 9 pit was started in January 1898. The sinking of No. 10 pit is completed and will soon be ready for raising coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . .	2	9	2	9	1,308	1,308	62,389	62,389	39,208	39,208.
1898 . . .	...	1	...	1	...	...	...	...	...	...

* All coal which will not pass through a ¾" mesh is classed as large coal.

Coal fields at Telanpali near the Eeb river.

4. The diamond drill boring in the vicinity of the Eeb bridge, referred to in last year's report, after being carried down to a depth of 485 feet was stopped.

It was intended to continue the boring to 600 feet, but before orders to this effect were received, the machinery was removed owing to failure of the boring gear.

Towards the close of 1898, the Government of India ordered a fresh boring at Dhoromanda about ¾ mile from the old boring, on the recommendation of the Superintendent, Geological Survey, but the report was not received during the year, and no actual work of boring was done.

The total amount sanctioned for expenditure on block account is Rs. 20,400. The capital outlay to the 31st December 1898 remained the same as at the end of the previous year, *viz.*, Rs. 10,896.

Dandot colliery.

5. This colliery is worked in connection with the North Western State railway. The coal, of which there is only one seam, is worked by means of level or inclined tunnels driven in from the out-crop on the hill sides, the furthest of which, the low level at the main mine, has reached a distance of 1,900 feet from daylight. There are three separate main groups of workings, *viz.*:

i—Main mine.
ii—South out-crop mine, } both at Dandot.
and iii—Pidh mines, which work the coal contained in an outlying hill north-east of Dandot.

The Pidh mines have this year, as before, supplied the major part of the output, the seam here being more favourably situated as regards the enclosing strata than is the case at Dandot.

The coal is also somewhat thicker, averaging 3 feet 9 inches against 2 feet 6 inches at Dandot. The quantity available in the Pidh hill is, however, limited.

The ventilation of the two mines at Dandot is obtained by means of Capel Exhaust fans; the Pidh mines are ventilated by furnaces.

The coal from all the mines is collected by means of a system of 2 feet gauge tramways, whence it is run down by rope inclines to the standard gauge station at Dandot, being there picked and classified and loaded into trucks for despatch.

A steady market exists for the slack or dust coal which is used by the public for lime and brick burning.

The following table shows the output and the number of persons employed during 1898, as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.*	Small or nut coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	1,997	55,776	†216	23,654	†79,646	40
1898	1,588	51,572	745	22,273	74,590	47

The decrease of 5,056 tons in the total output was chiefly due to the scarcity of labour.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1897 amounted to Rs. 4,79,492, and as the capital transactions during the year resulted in a credit of Rs. 476, the total outlay to the 31st December 1898 was reduced to Rs. 4,79,016.

* All coal which will not pass through a ¾" mesh is classed as large coal.
† Revised figures.

The receipts during the year amounted to Rs. 6,37,260 and the expenditure to Rs. 4,68,286, thus showing a net profit of Rs. 1,68,974 for the year, giving a return of 5·27 per cent. on the capital outlay.

The sales during the year are briefly detailed below:

	Large or steam coal.	Screened or nut coal.	Slack coal.	Mixed coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	49,140	207	51	...	49,398
Engineering department, North Western State railway	684	112	2,407	...	3,203
Mári-Attock railway	1,556	...	...	...	1,556
Southern Punjab railway	...	...	2,607	...	2,607
Other consumers	192	426	15,936	...	16,554
Colliery works	...	...	...	1,272	1,272
Total	51,572	745	21,601	1,272	74,590

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	4*	16*	4*	16*	499*	499*	19,911*	19,911*	13,944*	13,944*
1898	1	5	1	5	1,583	1,583	74,590	74,590	51,572	51,572

Baghanwala colliery.

6. This colliery is worked in connection with the North Western State railway. The coal seam is geologically the same as that at the Dandot colliery.

The mines worked during the year were the old mines and No. 7 South. At the former place the strata are tilted up to an angle of 40 to 50 degrees from the horizontal, and the mine has therefore special difficulties of its own. The strata are very soft and friable, and the percentage of slack is high. The coal is also extremely liable to spontaneous combustion, and varies greatly in quality, being apt to change suddenly from good clean coal to black carbonaceous sandstone. The works have, therefore, been practically only of an exploratory character, and the output has been of necessisty low.

In No. 7 South mine, coal has been obtained from some old pillars left by former exploratory headings. The seam here lies nearly horizontal. The quantity of coal left in the pillars is limited. All the slack or dust coal obtained has formed a market amongst lime and brick burners.

The following table shows the output and the number of persons employed during 1898, as compared with the previous year:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large or steam coal.†	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	334	5,726	7,419	13,145	39
1898	295	5,218	6,054	11,272	38

* Revised figures.

† All coal which will not pass through a ¾" mesh is classed as large coal.

The decrease of 1,873 tons in the total output was due to the uncertain nature of the coal at the old mines.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,53, 676. The capital outlay to the 31st December 1897 amounted to Rs. 6,52,219, and as the capital transactions during the year resulted in a credit of Rs. 3,000, the outlay to the 31st December 1898 was reduced to Rs. 6,49,219. To this was added the loss on working which to the end of 1898 amounted to Rs. 92,294, thus raising the total amount at debit of block account to Rs. 7,41,513.

The receipts during the year amounted to Rs. 81,691, and the expenditure to Rs. 95,732, thus showing a net loss of Rs. 14,041.

The sales during the year are briefly detailed below:

	Large steam coal.	Slack coal.	Total.
	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	5,217	...	5,217
Engineering department, North Western State railway	1	...	1
Southern Punjab railway	...	583	583
Other consumers	...	4,712	4,712
Colliery works	...	759	759
Total	5,218	6,054	11,272

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year	...	4	...	4	...	...	...	...	...	...
1898	2	2	3	3	147	98	5,636	3,757	2,609	1,739

The colliery is being dismantled.

Khost colliery.

7. This colliery is worked in connection with the North Western State railway. The colliery consists of mainways and adits, and the progress made up to the end of 1898 was as under:

	Feet.
Adit No. 12 heading	451
Adit No. 3 mainway, East	1,368
Adit No. 4 mainway, West	1,383
Adit No. 12 mainway, East	15
Adit No. 12 mainway, West	645
Takrai Dip mainway, East	325
Takrai Dip mainway, West	406
Kila Hakim Khan No. 2 mainway, West	115
Adit No. 3 Sump	117
Kila Hakim Khan Sump	134
Guz Sump	123

The following table shows the output and the number of persons employed during 1898 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	217	†5,152	661	†2,975	8,788	40
1898	237	5,938	716	4,008	10,662	45

The increase of 1,874 tons in the total output was due chiefly to increased demands from the locomotive department of the North Western State railway for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000 *plus* Rs. 50,000 to be met from the profits realised from the working of the colliery. During the year 1897, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of the working at any time, or Rs. 50,000. The capital outlay to the 31st December 1897 was Rs. 73,075, and as the capital transactions during the year resulted in a credit of Rs. 10,214, the total outlay to the 31st December 1898 was reduced to Rs 62,859.

The receipts during the year amounted to Rs. 1,41,349 and the expenditure to Rs. 1,25,568, thus showing a net gain of Rs. 15,781, giving a return of 25 per cent. on the capital outlay.

The sales during the year are briefly detailed below:

	Large coal.	Screened or nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	5,833	638	...	6,471
Engineering department, North Western State railway	94	69	39	202
Colliery works	2	9	5	16
Pressed fuel manufacture	...	...	2,234	2,234
Private sales	9	...	1,730	1,739
Total .	5,938	716	4,008	10,662

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
Previous year .	1	2	1	2	217	217	8,788	8,788	†5,152	†5,152
1898 . . .	...	3	...	3	...	...	...	...	...	...

* All coal which will not pass through a ½" mesh is classed as large coal.

† Revised figures.

Shahrigh colliery.

8. This colliery which is worked in connection with the North Western State railway consists of mainways, and the progress up to the end of 1898 was the same as previously reported to the end of 1897, *viz.*:

	Feet.
Adit No. 1 mainway, West	553
Adit No. 3 mainway, East	1,035
Adit No. 5 mainway, West	1,167
Adit No. 6 mainway, East	573
Adit No. 6 mainway, West	649

The mines were closed at the end of May 1896, as already stated in the report for 1896-97, and no coal was excavated in 1898.

There was, however, a sale of 5 tons of dust only during 1898 to private consumers out of the old stock in hand.

The sum sanctioned for expenditure on block account is Rs. 25,000. The capital outlay to the end of the year 1898 was Rs. 14,176 against Rs. 14,616 on the 31st December 1897; the difference Rs. 440 represents the value of tramway materials transferred to the Dandot colliery during 1898.

The receipts during the year amounted to Rs. 40, and the expenditure to Rs. 146, thus showing a net loss of Rs. 106 for the year 1898.

Baluchistan coal mines.

9. The chief areas within which coal mining operations have been carried out during the past year are those included in the Khost and Shahrigh mines, the Sor Range, the mines near Mach and in the Digari district.

The Khost and Shahrigh mines worked by the North Western State railway are separately referred to.

The remaining mines are worked by four concessionnaires who hold leases from the Agent to the Governor General.

The total quantity of coal which passed through the octroi into Quetta was about 1,850 tons as against 3,000 tons in 1897-98. The greater part of this is made into patent fuel and sold to the Commissariat Department and private individuals.

In April 1898, a native overseer of some experience in Indian colliery work was engaged with a view of placing the coal mines worked by private individuals under better control and supervision and the result has been satisfactory.

In addition, the government overseer is working an experimental mine in the Hanna district of the Sor Range.

The cost of these workings during the year was as follows:

	Rs.
Establishment	1,779
Labour and material	2,186
Huts for establishment	798
TOTAL .	4,763

A complete survey of the out-crop of the coal seam in the Sor Range has also been made.

No serious accident occurred during the year.

Total coal production.

10. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1898.

STATEMENT No. 7.

Quantity, in tons, of coal produced in India for the five years 1880 to 1884, and for each year from 1885 to 1898.

YEARS.	PROVINCES.										
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Madras.	Baluchistan.	Burma.	North-Western Provinces and Oudh.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880—84* . .	5,415,989	...	426,977	16,493	2,100	...	...	...	...	...	5,861,559
1885	1,123,700	...	119,116	43,707	7,698	...	...	...	...	...	1,294,221
1886	1,186,802	...	117,287	70,859	13,539	...	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	...	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	...	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	...	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	...	2,537,696
1893	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	...	2,562,001
1894	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	...	2,820,652
1895	2,716,155	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	...	3,537,820
1896	3,037,920	79,017	141,185	177,259	115,386	262,681	...	10,572	22,993	1,000	3,848,013
1897	3,142,497	92,792	131,629	185,533	124,778	365,550	...	8,876	11,472	...	4,063,127
1898	3,585,990	85,862	149,709	200,329	134,726	394,622	...	10,667	6,975	...	4,568,880

* The annual output for each year, from 1880 to 1884, will be found in statement No. 7, page 60, of Part I, of the Administration Report for 1895-96.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1898, was:

		£
A.	Bridge-work	120,803
B.	Engineers' plant	7,903
C.	Workshop machinery	6,989
D.	Permanent-way	270,841
E.	Locomotive and rolling-stock	275,027
F.	Station materials and fencing	10,876
G.	Tools and stores	53,558
	TOTAL	745,997

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,25,760 and Rs. 21,864 respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was:

	Rs.
Calcutta	16,788
Bombay	1,674

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1898, was:

		No.	Tons.	Approximate value of stores received at each port. Rs.
To	Bombay	26	460	52,843
„	Calcutta	127	26,225	41,21,287
„	Kurrachee	62	61,689	56,70,514
„	*Madras	41	1,480	9,77,763
„	Vizagapatam	1	271	2,06,640
„	Coconada	17	2,863	2,89,734
	TOTAL	274	92,988	1,13,18,781

5. *Credits to Civil Department on account of insurance.*—During the year 1898-99, Rs. 76,476 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—No stores were lost at sea during the year 1898-99.

7. *Capital locked up in stores.*—Statement No. 8 shows the stores balances on the standard and metre gauge railways on the 31st December 1898, as compared with the previous year.

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* In addition, the following quantity of stores was landed at Calcutta and Rangoon for the East Coast State railway:

	No. of ships.	Tons.	Approximate value. Rs.
Calcutta	1	2	409
Rangoon	6	121	39,502
	7	123	39,911

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1898.

Classification No.	RAILWAY.	Balance on the 31st December 1897.	Receipts during 1898.	Total.	Issues during 1898.	Balance on the 31st December 1898.	Balance per mile of single track, including sidings on the 31st December 1898.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1898.
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
	State lines worked by companies.									
I	EAST INDIAN	99,27,068 (a)	7,01,33,984	8,00,66,052	6,91,23,809	1,09,86,894 (b)	4,106	2·76	0·83	1,30,904
II	BENGAL CENTRAL	2,76,013	3,49,860	6,25,873	3,50,001	2,75,872	1,877	2·23	0·73	45,626
III	BENGAL-NAGPUR	19,30,747	21,06,504	40,37,251	19,79,640	20,57,611	1,739	2·06	1·05	...
IV	INDIAN MIDLAND (c) . . .	36,51,775 (d)	15,94,231	52,46,006	38,22,334	14,23,672	1,310	1·25	0·75	...
	TOTAL .	1,57,85,603	7,41,89,579	8,99,75,182	7,52,75,784	1,47,44,049	...	...	...	1,76,530
	State lines worked by the state.									
XII	NORTH WESTERN (c) . . .	88,25,786 (e)	1,95,48,745	2,83,74,531	2,13,22,047	70,52,484 (f)	1,633	1·38	0·66	1,23,852 (g)
XIV	OUDH AND ROHILKHAND . .	18,35,644	27,99,747	46,35,391	31,83,057	14,78,222 (h)	1,280	1·27	0·52	1,34,874
XV	EASTERN BENGAL (i) . . .	26,65,312	70,21,184	96,86,496	69,59,203	27,27,293 (j)	2,332	2·33	0·78	28,944
XVII	EAST COAST	15,65,993	17,66,152	33,32,145	20,01,716	13,30,429	2,123	2·33	1·42	1,63,637
	TOTAL .	1,48,92,735	3,11,35,828	4,60,28,563	3,34,66,023	1,25,88,428	...	...	...	4,51,357
	Lines worked by guaranteed companies.									
XIX	GREAT INDIAN PENINSULA (c) .	40,25,354 (k)	98,12,026	1,38,37,380	87,29,061	51,08,319	2,287	1·82	0·54	1,47,068
XX	BOMBAY, BARODA AND CENTRAL INDIA	36,41,186	62,40,696	98,81,882	56,45,683	42,36,199	5,978	3·90	3 81	13,048
XXI	MADRAS (c)	24,01,914	25,35,211	49,37,125	25,92,272	23,94,853	2,287	1·94	0·92	3,76,160
	TOTAL .	1,00,68,454	1,86,37,933	2,87,06,387	1,69,67,016	1,17,39,371	...	...	...	5,36,276
	Line owned by native state and worked by company.									
XXXIII	THE NIZAM'S GUARANTEED STATE (c)	5,88,810	7,37,834	13,26,644	8,52,140	4,74,504	1,213	1·11	0·50	...
	TOTAL .	5,88,810	7,37,834	13,26,644	8,52,140	4,74,504	...	...	...	...
	TOTAL STANDARD GAUGE .	4,13,35,602	12,47,01,174	16,60,36,776	12,65,60,963	3,95,46,352	...	...	...	11,64,163

(a) Excluding Rs. 11,27,477 on account of balance of unopen lines.
(b) Excluding Rs. 51,175 on account of balance of unopen lines, but including Rs. 44,651 under adjustment.
(c) Including branch lines worked.
(d) Including Rs. 19,36,934 on account of stores balance of the Sangor-Katni extension.
(e) Revised figures.
(f) Excluding the Frontier and Peshawar railway reserve.
(g) Up to the 30th September 1898.
(h) Difference of Rs. 25,888 due to adjustment.
(i) Including the stores transactions of the narrow gauge sections, the figures for which are not given separately.
(j) Excluding Rs. 8,450 under adjustment.
(k) Including Rs. 3,11,302 under adjustment.

STATEMENT No. 8—*concld.*

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1898 —concld.

Classification No.	RAILWAY.	Balance on the 31st December 1897.	Receipts during 1898.	Total.	Issues during 1898.	Balance on the 31st December 1898.	Balance per mile of single track, including sidings on the 31st December 1898.	Percentage of capital outlay locked up in stores on total capital outlay.	Balance per train-mile.	Value of surplus stores available for sale or transfer on the 31st December 1898.
	METRE GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION . .	5,66,340	18,31,734	23,98,074	17,83,150	6,14,924	578	0·92	0·27	8,520
	COMPANY'S SECTION . .									
XLII	RAJPUTANA-MALWA . . .	32,74,064	69,70,349	1,02,44,413	70,58,887	31,85,526	1,653	2·40	0·56	30,075
XLIV	SOUTHERN MAHRATTA (*a*) . .	19,63,338	24,40,772	44,04,110	23,93,137	20,10,973	1,174	1·64	0·74	51,911
XLVII	SOUTH INDIAN (*b*)	23,90,982	23,19,769	47,10,751	23,81,796	23,28,955	2,007	3·10	0·69	1,45,050
		(*c*)				(*d*)				
XLIX	ASSAM-BENGAL	24,69,274	13,78,360	38,47,634	20,73,811	17,73,823	4,219	4·01	3·83	...
L	BURMA	15,22,257	36,61,217	51,83,474	36,14,203	15,69,271	1,444	2·00	0·53	15,656
	TOTAL .	1,21,86,255	1,86,02,201	3,07,88,456	1,93,04,984	1,14,83,472	...	...	...	2,51,212
	Assisted companies.									
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*a*).	2,38,495	5,29,333	7,67,828	4,77,790	2,90,038	903	2·49	0·57	852
LIX	BENGAL DOOARS	44,225	72,984	1,17,209	33,690	83,519	1,914	3·13	1·79	30,000
LX	DIBRU-SADIYA	2,71,621	76,110	3,47,731	1,74,726	1,73,005	19,845	2·33	0·79	5,793
	TOTAL .	5,54,341	6,78,427	12,32,768	6,86,206	5,46,562	...	...	...	36,645
	Lines owned and worked by native states.	(*e*)	(*f*)		(*f*)					
LXXI	JODHPORE-BICKANEER . .	1,18,433	2,52,853	3,71,286	2,46,095	1,25,191	300	1·40	0·31	...
LXXIII	BHÁVNAGAR-GONDAL-JUNÀGAD-PORBANDAR (*a*).	2,85,490	10,27,394	13,12,884	10,54,410	2,58,474	526	1·15	0·44	51,883
	TOTAL .	4,03,923	12,80,247	16,84,170	13,00,505	3,83,665	...	...	...	51,883
	Foreign line.									
LXXVIII	WEST OF INDIA PORTUGUESE .	1,91,045	(*g*)	1,91,045	(*g*)	1,90,087	3,019	1·17	3·46	(*g*)
	TOTAL .	1,91,045	...	1,91,045	...	1,90,087	...	...	....	...
	TOTAL METRE GAUGE .	1,33,35,564	2,05,60,875	3,38,96,439	2,12,91,695	1,26,03,786	...	...	...	3,39,740

(*a*) Including branch lines worked.
(*b*) Including the Pondicherry railway, but excluding the Mayavaram-Mutupet railway.
(*c*) Excluding Rs. 34,56,981 on account of balance of unopen section.
(*d*) Excluding Rs 21,99,377 on account of balance of unopen section.
(*e*) Excluding Rs 8,61,182 on account of balance of unopen section.
(*f*) Excluding Rs 8,86,244 on account of unopen section.
(*g*) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1898 and statement No. 10 shows the value of the stock at the close of 1898.

Rolling-stock adapted for military purposes.

2. Statement No. 11 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1898.

Brakes.

3. Statement No. 12 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1898.

On the East Indian railway, automatic vacuum brakes were fitted to 5 engines and 195 vehicles during the year. Of the 128 vehicles with pipes only shown in last report, 17 were afterwards stripped of pipes and fitted with the complete brake, thus reducing the number with pipes only to 111.

On the Bengal-Nágpur railway, 1 engine and 110 vehicles were completely fitted with the automatic vacuum brake during the year, and the number of vehicles piped only were reduced from 34 to 9.

On the Indian Midland railway, 4 additional carriages were fitted with the automatic vacuum brake during the year.

On the North Western State railway, 35 engines and 12 vehicles were fitted with the automatic vacuum brake gear, and 10 with pipes only during the year.

On the Oudh and Rohilkhand State railway during the year, 3 additional engines and 51 vehicles were fitted with the automatic vacuum brake and 12 vehicles were piped only.

On the Eastern Bengal State railway, 16 standard gauge engines and 50 coaching vehicles and 42 metre gauge coaching vehicles were fitted with the vacuum brake and 17 standard gauge vehicles were piped during the year.

On the East Coast State railway, the following additional stock is being fitted with automatic vacuum brake : 4 engines and tenders, 5 first class, 3 composite (first and second), 2 second class, 12 third class carriages, 2 postal vans, 2 luggage vans, 2 inspection carriages and 4 brake vans.

On the Great Indian Peninsula railway during the year, 20 locomotives were fitted with the automatic vacuum brake. Four locomotives, fitted previously with automatic vacuum brake, were broken up during the year. The work of fitting coaching stock has been completed.

On the Bombay, Baroda and Central India railway during the year, 12 engines and 16 vehicles were fitted with the automatic vacuum brake, and 6 vehicles with pipes only.

On the Madras railway during the year, 10 engines and 139 vehicles were fitted with the vacuum brake; and the number of vehicles piped only were reduced from 43 to 26.

No automatic vacuum brakes have been fitted to the stock running on the Southern Mahratta railway.

On the South Indian railway, 1 engine and 23 bogie carriages were fitted with the automatic vacuum brake during the year, and the pipes of 3 vehicles have been removed, as they were temporarily fitted.

On the Assam-Bengal railway, all the engines and vehicles erected are fitted with the automatic vacuum brake, 11 vehicles being fitted during the year. The brakes were not brought into use.

On the Burma railways during the year, 5 engines and 20 vehicles were fitted with the automatic vacuum brake.

On the Dibru-Sadiya railway, screw brakes were fitted to the rolling-stock.

Couplings.

4. On the East Indian railway, with the exception of 4 saloons, 32 reserved, 4 first class, 2 composites, 46 postal vans, 41 joint stock and 373 brake vans which are fitted with a screw coupling at each end, the whole of the coaching and goods stock has one screw coupling only.

The whole of the coaching and goods stock of the Bengal-Nágpur railway is fitted with couplings at both ends.

On the Eastern Bengal State railway, the whole of the coaching stock and almost all of the goods stock are fitted with couplings at both ends.

On the East Coast State railway, all the coaching and goods vehicles are fitted with 2 screw couplings.

On the Great Indian Peninsula railway, the whole of the coaching stock is fitted with screw couplings at both ends. During the year, 383 couplings have been fitted to goods stock, making a total of 5,026 at the end of the calendar year.

On the Bombay, Baroda and Central India railway, the whole of the coaching stock has screw couplings at both ends. The goods stock has been fitted with screw couplings at one end only, with the exception of 381 covered wagons which have screw couplings at both ends. The ballast and salt wagon stock have chain couplings only.

On the Southern Mahratta railway, Jones' system of buffers and couplings is now generally in use on the coaching stock, and goods vehicles are being fitted with Jones' buffers gradually.

On the South Indian railway, 17 sets of couplings for coaching and 166⅔ sets for goods vehicles were fitted with Jones' flexible buffers during the year 1898, of which 12 sets of coaching and 57⅓ sets of goods vehicles have been substituted in lieu of broken ones.

On the Assam-Bengal railway, the whole of the passenger and goods stock is fitted with screw couplings at both ends.

On the Dibru-Sadiyá railway, centre buffer and hook couplings were fitted to the rolling-stock, and the coaching vehicles were fitted with tight couplings.

Of the coaching stock on the Morvi railway, 24 vehicles were fitted during the year with White and Burke's patent screw couplings and buffers.

Lighting of railway carriages with gas on Pintsch's system.

5. On the East Indian railway, 296 carriages were fitted during the calendar year with gas lamps on Pintsch's system, making a total of 910 fitted up to the 31st December 1898 under the present sanction; 317 vehicles remain to be fitted.

On the Bengal-Nágpur railway, 30 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1898.

On the North Western State railway, 32 carriages were fitted during 1898 with gas lamps on Pintsch's system, making a total of 433 fitted up to the 31st December 1898.

On the Oudh and Rohilkhand railway, the plant and machinery necessary for the manufacture of gas for lighting railway carriages, on Pintsch's system, arrived and was erected during the year. The making of oil gas commenced on the 15th December 1898, and 55 coaching vehicles of all classes were adapted for gas up to the close of the year; under the present sanction, 426 vehicles remain to be fitted.

On the Eastern Bengal State railway, the work of fitting carriages with gas lamps on Pintsch's system is in progress.

On the Great Indian Peninsula railway, the work of fitting carriages with Pintsch's gas apparatus has been completed.

The whole of the carriage stock of the Bombay, Baroda and Central India railway, with the exception of horse-boxes, luggage vans, carriage trucks and goods brake vans, have been fitted with gas lighting apparatus on Pintsch's system.

During the year, 47 vehicles of the Madras railway were fitted for gas lighting on Pintsch's system, making a total of 477 vehicles fitted up to the 31st December 1898. This work is now nearly completed, and it is expected that the whole of the stock will be fitted for gas lighting before the end of the year 1899.

During the year, 45 vehicles of the Southern Mahratta railway and 10 vehicles of the Mysore railways were fitted with gas lamps on Pintsch's system, making a total of 55 fitted up to the 31st December 1898. Under the present sanction, 732 vehicles of the Southern Mahratta and 194 of the Mysore railways remain to be fitted.

All the carriages on the Assam-Bengal railway are fitted with Pintsch's system of gas lights, and the necessary gas making plant has been erected at Láksám.

Retiring accommodation for females.

6. Statement No. 13 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 64 of the Indian Railways Act IX, 1890.

STATEMENT

Number of locomotives and vehicles on the standard

Classification No.	Railway (including lines worked).	Locomotives.	VEHI 1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Miscellaneous coaching vehicles (excluding brake-vans).
	STANDARD GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies							
I	East Indian	643	78	88	73	821	168	200
II	Bengal Central	22	5	3	7	40	24	23
III	Bengal-Nágpur	118	8	15	8	181	41	40
IV	Indian Midland	125	27	22	...	220	57	46
V	Bhopal-Itársi (British section)	Worked by the Indian Midland railway				...	...	...
VI	Godhra-Ratlam-Nágdá	Worked by the Bombay, Baroda and Central India railway				...	...	...
VII	Wardha Coal	Worked by the Great Indian Peninsula railway				...	...	...
VIII	Dhond-Manmád							
IX	Bezwada extension (East Coast State)	Worked by the Nizam's Guaranteed State railway					...	...
X	Washermenpet-Ennúr section (Bezwada-Madras)	Worked by the Madras railway				...	...	...
	Total	908	118	128	88	1,262	290	309
	State lines worked by the State.							
XII	North Western (*b*)	640	108	98	116	850	239	315
XIII	Hyderabad-Shadipalli	Worked by the North Western State railway				...	...	...
XIV	Oudh and Rohilkhand	169	43	29	29	281	109	108
XV	Eastern Bengal	104	18	12	31	165	105	99
XVI	Calcutta Port Commissioners'	8	...	...	...	...	...	...
XVII	East Coast (*c*)	71	15	20	...	182	37	19
XVIII	Bezwada-Madras (Ennúr-Bezwada section)	Worked by the East Coast State railway				...	...	...
	Total	992	179	159	176	1,478	490	541
	Lines worked by guaranteed companies.							
XIX	Great Indian Peninsula	605	90	157	...	555	88	246
XX	Bombay, Baroda and Central India	174	28	39	22	251	69	38
XXI	Madras	168	34	70	...	394	52	103
	Total	947	152	266	22	1,200	209	387
	Assisted companies.							
XXII	Delhi-Umballa-Kalka	Worked by the East Indian railway				...	...	...
XXIII	Tarkessur							
XXIV	Southern Punjab (Delhi-Samásata)	Worked by the North Western State railway				...	...	...
XXV	Tápti Valley	Worked by the Bombay, Baroda and Central India railway				...	...	...
	Total	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.							
XXVIII	Kámgaon	Worked by the Great Indian Peninsula railway				...	...	...
XXIX	Amráoti							
XXX	Bína-Goona	Worked by the Indian Midland railway				...	...	...
XXXI	Bhopal-Ujjain							
XXXII	Bhopal-Itársi (native state section)							
XXXIII	The Nizam's Guaranteed State	50	15	8	...	58	21	18
XXXIV	Nágdá-Ujjain	Worked by the Bombay, Baroda and Central India railway					...	...
XXXV	The Gaekwar's Petlád							
XXXVI	Kolar Gold-fields	Worked by the Madras railway				...	...	...
	Total	50	15	8	...	58	21	18
	Lines owned by native states and worked by state railway agency.							
XXXVII	Rájpura-Bhatinda	Worked by the North Western State railway				...	...	...
XXXVIII	Jammu and Kashmir (native state section)							
	Total	...	...	...	...	...	...	...
*	Total standard gauge	2,397	464	561	286	3,998	1,010	1,255

No. 9.

and metre gauge railways on the 31st December 1898.

CLES.						
Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes.)	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.	Classification No.	REMARKS.
No.	No.	No.	No.	No.		
1,428	10,518	375	23	12,344	I	
102	491	10	1	604	II	
293	3,413	123	8	3,837	III	
372	2,059	(a) 126	8	2,565	IV	(a) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	V	
...	...	...	...	...	VI	
...	...	...	...	...	VII VIII	
...	...	...	...	...	IX	
...	...	...	...	...	X	
2,195	16,481	634	40	19,350		
1,726	10,999	549	50	13,324	XII	
...	...	...	...	...	XIII	
599	4,331	153	16	5,099	XIV	
425	2,219	65	5	2,714	XV	(b) Excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
...	372	...	...	372	XVI	
273	1,420	(d) 65	5	1,763	XVII	(c) Excluding Bezwada-Madras railway stock.
...	...	...	...	...	XVIII	(d) Including 34 brake-vans with one or more third class compartments each.
3,023	19,341	832	76	23,272		
1,136	7,816	(e) 650	47	9,649	XIX	(e) Including 90 brake-vans with 4 third class compartments each, and 25 with 3 compartments each.
447	4,153	95	4	4,699	XX	
653	2,996	177	7	3,833	XXI	
2,236	14,965	922	58	18,181		
...	...	...	...	...	XXII XXIII	
...	...	...	...	...	XXIV	
...	...	...	...	...	XXV	
...	...	...	...	...		
...	...	...	...	...	XXVIII XXIX	
...	...	...	...	...	XXX XXXI XXXII	
120	835	41	2	998	XXXIII	
...	...	...	...	...	XXXIV XXXV	
...	...	...	...	...	XXXVI	
120	835	41	2	998		
...	...	...	...	...	XXXVII XXXVIII	
...	...	...	...	...		
7,574	51,622	2,429	176	61,801		

STATEMENT

Number of locomotives and vehicles on the standard and

Classification No.	Railway (including lines worked).	Locomotives.	VEHI 1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composites.	Miscellaneous coaching vehicles (excluding brake-vans).
	METRE GAUGE.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.							
XL	Bengal and North-Western—							
	Tirhoot section Company's section	155	39	15	...	359	76	26
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon)	Worked by the Rohilkund and Kumaon railway (Company's section)						...
XLII	Rajputana-Malwa	418	122	99	50	793	114	168
XLIII	Pálanpur-Deesa	Worked by the Rajputana-Malwa railway				...	...	...
XLIV	Southern Mahratta	(a) 218	19	41	...	482	94	83
XLV XLVI	Guntakal-Mysore frontier Mysore section (Southern Mahratta)	Worked by the Southern Mahratta railway				...	...	...
XLVII	South Indian	208	19	44	...	613	86	135
XLVIII	Máyavaram-Mutupet	Worked by the South Indian railway				...	...	...
XLIX	Assam-Bengal	53	1	...	...	75	24	30
L	Burma	150	34	48	14	347	62	109
	Total	1,202	234	247	64	2,669	456	551
	State lines worked by the State.							
LI	North-Western (d) Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	4 79 12	... 10 4	... 10 4	... 32 2	12 206 30	... 56 16	... 59 11
	Total	95	14	14	34	248	72	70
	Assisted companies.							
LIV	Deoghur	3	...	...	...	8	2	...
LVI	Mymensingh-Jamálpur-Jagannathganj	Information not received			...	...	...	...
LVII	Rohilkund and Kumaon (Company's section)	27	11	3	3	94	21	17
LIX	Bengal Dooars	4	...	...	...	14	5	2
LX	Dibru-Saditya	18	...	...	...	31	8	8
LXI	Ledo and Tikak-Margherita colliery	4	...	...	...	...	...	...
LXII	Ahmedabad-Parántij	Worked by the Rajputana-Malwa railway				...	...	...
	Total	56	11	3	3	147	36	27
	Lines owned by native states and worked by companies.							
LXIV LXV LXVI LXVII	The Gaekwar's Mehsana Kolhápur Yesvantpur-Mysore frontier Mysore-Nanjangúd	Worked by the Rajputana-Malwa railway Worked by the Southern Mahratta railway				... ...	... ...	... ...
	Total	...	...	...	...	...	...	...
	Lines owned and worked by native states.							
LXXI	Jodhpore-Bickaneer— Jodhpore section Bicaneer section	17	8	4	...	55	7	6
LXXII	Godeypore-Chitor	2	1	...	2	15	3	1
LXXIII	Bhávnagar-Gondal-Junágad Porbandar	34	24	11	...	148	20	11
LXXIV LXXV LXXVI	Jetalsar-Rájkot Jámnagar Dhrángadhá	Worked by the Bhávnagar-Gondal-Junagad-Porbandar railway					...	...
	Total	53	33	15	2	218	30	18
	Foreign lines.							
LXXVIII	West of India Portuguese	12	2	2	...	16	3	1
LXXIX LXXX	Pondicherry Káraikal-Peralam	Worked by the South Indian railway				...	...	...
	Total	12	2	2	...	16	3	1
	Total metre gauge (f)	1,418	294	281	103	3,298	597	667

No. 9—*concld.*

metre gauge railways on the 31st December 1898—concld.

CLES.						
Total coaching vehicles (excluding brake-vans).	Total goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Cranes.	Total number of vehicles of all descriptions.	Classification No.	REMARKS.
No.	No.	No.	No.	No.		
515	3,301	97	17	4,430	XL	
...	...	...	...	...	XLI	
1,346	6,961	291	29	8,627	XLII	
...	...	...	...	...	XLIII	
719	4,684	(*b*) 193	20	5,616	XLIV	(*a*) Excluding tender of a condemned engine.
...	...	...	...	...	XLV XLVI	
897	3,289	(*c*) 66	3	4,255	XLVII	(*b*) Including 156 brake-vans with one-third class compartment each.
...	...	...	...	...	XLVIII	(*c*) Including 8 brake-vans with one third class compartment each.
130	1,096	32	13	1,271	XLIX	
614	3,523	135	20	4,292	L	
4,221	23,354	814	102	28,491		
12	...	...	...	12		
378	2,329	49	7	2,758	LI	(*d*) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
67	296	10	3	376		
452	2,625	59	10	3,146		
10	8	2	...	20	LIV	
...	...	...	...	...	LVI	
149	765	27	6	947	LVII	
21	(*e*) 106	5	1	133	LIX	(*e*) Including one dummy truck.
47	800	24	1	872	LX	
...	4	1	1	6	LXI	
...	...	...	...	...	LXII	
227	1,683	59	9	1,978		
...	...	...	...	...	LXIV	
...	...	...	...	...	LXV LXVI LXVII	
...	...	...	...	...		
80	250	14	...	344	LXXI	
22	35	3	...	60	LXXII	
214	993	41	2	1,250	LXXIII	
...	...	...	...	...	LXXIV LXXV LXXVI	
316	1,278	58	2	1,654		
24	146	13	1	184	LXXVIII	
...	...	...	...	...	LXXIX LXXX	
24	146	13	1	184		
5,240	29,086	1,003	124	35,453		(*f*) Excluding the Cawnpore Burhwal (metre gauge link), for which no separate rolling-stock has been provided.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES. I East Indian railway system.	II Bengal Central.	III Bengal-Nágpur.	IV Indian Midland railway system.
	STANDARD GAUGE.				
1	Mileage open on the 31st December 1898 . . . Miles	1,896·72	125·01	1,067·41	970·00
2	Mileage of single track, including sidings . . . . . Miles	2,881·24	147·00	1,182·90	1,087·15
3	Total train-mileage . . . . . Train-miles	13,962,222	377,351	1,950,897	1,899,764
4	Gross ton-mileage . . . . . Ton-miles	5,165,386,328	82,994,270	659,220,098	622,708,817
5	Total capital outlay on open line, excluding steam-boat and suspense . . . . . Rs.	40,36,36,188	1,20,61,688	9,77,43,454	11,29,08,283
6	Gross earnings, excluding steam-boat . . . . . Rs.	6,15,28,450	19,24,657	68,79,193	67,83,141
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . Rs.	614	158	143	134
8	Value* of engine stock . . . . . Rs.	2,17,02,848	7,24,444	50,61,124	43,50,089
9	Per mile of line open (8 ÷ 1) . . . . . Rs.	11,442	5,795	4,685	4,485
10	Per train-mile (8 ÷ 3) . . . . . Rs.	1·6	1·9	2·5	2·3
11	Per 1,000 gross ton-miles (8 × 1,000 ÷ 4) . . . . Rs.	4·2	8·7	7·6	7·0
12	Value* of coaching and goods stock . . . . Rs.	2,90,33,249	18,98,808	1,18,22,464	88,10,041
13	Per mile of line open (12÷1) . . . . . Rs.	15,782	15,189	11,076	9,083
14	Per train-mile (12÷3) . . . . . Rs.	2·1	5·0	6·1	4·6
15	Per 1,000 gross ton-miles (12 × 1,000 ÷ 4) . . . . Rs.	5·8	22·9	17·9	14·1
16	Total value* of rolling-stock . . . . . Rs.	5,16,36,097	26,23,252	1,68,23,588	1,31,60,730
17	Per mile of line open (16÷1) . . . . . Rs.	27,224	20,984	15,761	13,568
18	Per train-mile (16÷3) . . . . . Rs.	3·7	6·9	8·6	6·9
19	Per 1,000 gross ton-miles (16 × 1,000 ÷ 4) . . . . Rs.	10·0	31·6	25·5	21·1
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 × 100 ÷ 16) . . . . . Per cent.	42·0	27·6	29·7	33·1
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 × 100 ÷ 16) . . . Per cent.	58·0	72·4	70·3	66·9

* Represents total cost charged to final heads of account.
(*a*) Including 6·12 miles of military line not used for public traffic.
(*b*) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
(*c*) Value of engine and carriage and wagon stock not recorded separately.

No. 10.

metre gauge railways on the 31st December 1898 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Progressive No.
XII	XIV	XV	XVI	XVII	XIX	XX	XXI	XXXIII	
North Western railway system.	Oudh and Rohilkhand.	Eastern Bengal.	Calcutta Port Commissioners'.	East Coast.	Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.	Madras railway system.	The Nizam's Guaranteed State railway system.	
(a) 3,384·29	950·76	262·98	8·53	(f) 540·29	1,491·31	685·62	857·68	350·71	1
4,234·04	1,087·19	508·35	23·09	(g) 622·20	2,233·69	953·41	1,047·21	391·18	2
10,597,095	2,660,256	1,959,990	(d)	934,010	9,449,423	2,750,035	2,600,546	943,451	3
3,682,328,338	819,942,453	620,265,636	(d)	288,800,940	2,886,599,964	1,063,516,017	760,621,337	371,788,314	4
49,68,75,133	11,22,44,707	6,40,93,081	71,28,712	5,52,82,707	29,34,69,563	12,77,82,316	12,09,02,008	4,20,18,723	5
3,99,03,700	92,22,554	86,55,212	4,28,262	26,98,086	3,48,77,496	1,73,73,232	1,09,68,550	40,76,673	6
227	194	645	966	95	450	512	246	221	7
2,19,11,885	44,45,083	(c)	1,48,365	22,61,271	1,88,78,350	59,01,716	55,21,724	19,45,714	8
6,475	4,675	...	17,393	4,185	12,659	8,608	6,438	5,543	9
2·0	1·6	...	...	2·4	2·0	2·1	2·1	2·1	10
5·9	5·4	...	...	7·8	6·5	5·5	7·3	5·2	11
4,20,62,982	1,19,57,118	(c)	(e) 5,65,610	52,27,760	2,04,82,138	1,12,91,736	1,01,44,764	22,58,275	12
12,429	12,576	...	66,308	9,676	13,734	16,469	11,828	6,439	13
4·0	4·5	...	...	5·6	2·2	4·1	3·9	2·3	14
11·4	14·6	...	...	18·1	7·1	10·6	13·3	6·1	15
(b)6,39,74,867	1,64,02,201	1,07,76,193	7,13,975	74,89,031	3,93,60,488	1,71,93,452	1,56,66,488	42,03,989	16
18,904	17,251	40,977	83,701	13,861	26,393	25,077	13,266	11,987	17
6·0	6·1	5·5	...	8·0	4·2	6·2	6·0	4·4	18
17·3	20·0	17·4	...	25·9	13·6	16·1	20·6	11·3	19
34·3	27·1	...	20·8	30·2	48·0	34·3	35·2	46·3	20
65·7	72·9	...	79·2	69·8	52·0	65·7	64·8	53·7	21

(d) Information not available.
(e) Including Rs. 64,943 for converting 100 ballast wagons into covered goods wagons.
(f) Including 2·66 miles (laid on the mixed gauge) worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge) worked over only by the Southern Mahratta railway.
(g) Excluding 1·93 miles of single track laid on the metre gauge.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.					
		XL	XLII	XLIV	XLVII	XLIX	L
		Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.
	METRE GAUGE.						
1	Mileage open on the 31st December 1898 Miles	923·05	1,838·44	1,553·21	1,094·12	(e) 379·25	936·13
2	Mileage of single track, including sidings . . . . . Miles	1,063·19	(b) 2,102·94	1,713·26	1,236·87	420·42	1,087·02
3	Total train-mileage . . . . Train-miles	2,275,042	5,891,668	2,708,281	3,489,288	463,399	2,954,906
4	Gross ton-mileage . . . . . Ton-miles	430,181,006	1,390,600,594	500,600,999	549,895,126	109,194,523	565,628,100
5	Total capital outlay on open line, excluding steam-boat and suspense . . . Rs	(a) 6,35,52,327	13,51,0[illegible],222	12,22,48,623	(d) 7,59,72,076	4,18,78,324	7,63,86,906
6	Gross earnings, excluding steam-boat Rs.	59,70,114	2,15,24,872	71,70,269	87,65,343	13,08,124	89,67,121
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . Rs.	129	225	89	151	86	184
8	Value* of engine stock . . . Rs	25,31,157	(c) 74,33,377	(c) 45,11,514	(c) 44,09,513	(f) 7,84,728	20,90,872
9	Per mile of line open (8÷1) . Rs	2,727	4,071	2,905	4,030	2,069	3,195
10	Per train mile (8÷3) . . . Rs	1·1	1·3	1·7	1·3	1·7	1·0
11	Per 1,000 gross ton-miles (8 × 1,000÷4) Rs.	5·9	5·7	9·0	8·0	7·2	5·3
12	Value* of coaching and goods stock Rs	68,87,739	1,37,89,711	88,43,671	81,38,281	17,78,112	77,62,921
13	Per mile of line open (12÷1) . Rs.	7,422	7,501	5,694	7,438	4,688	8,293
14	Per train mile (12÷3) . . Rs.	3·0	2·3	3·2	2·3	3·8	2·6
15	Per 1,000 gross ton-miles (12 × 1,000÷4) Rs.	16·0	10·6	17·1	14·8	16·3	13·8
16	Total value* of rolling-stock . . Rs.	91,18,896	(c) 2,12,73,588	1,33,55,185	1,25,47,794	(g) 25,62,840	(h) & (i) 1,07,42,829
17	Per mile of line open (16÷1) . Rs.	10,149	11,572	8,599	11,468	6,757	10,408
18	Per train-mile (16÷3) . . Rs.	4·1	3·6	4·9	3·6	5·5	3·6
19	Per 1,000 gross ton-miles (16 × 1,000÷4) Rs.	21·9	16·3	26·1	22·8	23·5	19·0
20	Per cent. of value of locomotives on total capital outlay on rolling-stock (8 × 100÷16) . . . Per cent.	26·8	35·2	33·8	35·1	30·6	27·8
21	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (12 × 100÷16) . Per cent.	73·2	64·8	66·2	64·9	69·4	72·2

* Represents total cost charged to final heads of account.

(a) Including Rs. 10,90,014 on account of interest on capital during construction.

(b) Excluding 9·39 miles of standard gauge track.

(c) Decrease due to certain credits.

(d) Decrease due to the transfer of the Nellore-Gudur section to the Ennur-Bezwada section (Bezwada-Madras).

(e) Including the Gauhati-Jamuna Mukh section, 74·75 miles, temporarily closed from the 13th June 1897 on account of damages done by the earthquake.

(f) Decrease due to the adjustment of the depreciation charges on rolling-stock.

No. 10—*concld.*

metre gauge railways on the 31st December 1898 compared with earnings—concld.

STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.						LINES OWNED AND WORKED BY NATIVE STATES.			FOREIGN LINE.	
LI Eastern Bengal.		LIV	LVI	LVII	LIX	LX	LXI	LXXI	LXXII	LXXIII	LXXVIII	
Northern and Behar sections (including the Kaunia-Dharlla, 3' 6" gauge, branch).	Dacca section.	Deoghur.	Mymensingh-Jamálpur-Jagannathganj.	Rohilkund and Kumaon railway system.	Bengal-Dooars.	Dibru-Sadiya.	Ledo and Tikak-Margherita colliery.	Jodhpore-Bikaneer-Jodhpore and Bikaneer sections.	Oodeypore Chitor.	Bhávnagar. Goodal-Junágad-Porbandar railway system.	West of India Portuguese.	Progressive No.
478·47	85·92	4·79		285·09	36·40	77 50	7·50	4°6 00	60·83	(m) 455·18	51·11	1
560·56	100·61	5·41		321 05	43·63	87·16	8 00	417 50	65·20	505·82	62·96	2
1,581,640	222,952	15,360		506,821	46,654	218,649	16,828	410,041	46,252	590,489	54,981	3
281,924,707	32,558,493	(j)		90,773,5 6	(j)	(j)	(j)	75,635,604	7,579,079	96,049,976	8,055,260	4
4,05,95,844	67,68,524	2,86,180		1,13,08,785	24,59,470	72,68,614	12,00,698	89,69,199	16,12,064	2,19,37,035	1,85,77,363	5
49,94,565	5,77,493	32,099		14,96,396	2,75,534	7,81,414	85,713	10,60,200	1,43,822	20,03,938	(n) 1,71,471	6
201	129	129		104	135	188	91	67	45	86	65	7
14,02,609	2,64,353	34,000	Information not received.	(c) 5,63,250	1,00,279	(k)	(k)	(l) 8,99,705	59,450	7,47,905	4,01,528	8
2,981	3,077	7,098		1,975	2,775	...	...	2,215	977	1,643	7,856	9
0·9	1·2	2·2		1·1	2·1	...	...	2·2	1·3	1·3	7 3	10
4·9	8·1	(j)		6 2	(j)	...	...	11·9	7·8	7·8	49 8	11
51,67,213	5,01,957	49,236		15,59,7·6	2,94,441	(k)	(k)	7,07,450	1,70,975	19,86,275	3,45,639	12
10,799	5,842	10,278		5,471	7,814	...	...	1,782	2,811	4,297	6,763	13
3·4	2·3	3·2		3 1	6·1	...	...	1·7	3 7	3 3	6·3	14
18·3	15·4	(j)		17·2	(j)	...	...	9·3	22 6	20·4	42·3	15
65,69,822	7,66,310	83,236		21,22,986	3,84,720	15,37,526	80,796	16,02,758	2,70,425	27,04,180	7,47,167	16
13,730	8,919	17,376		7,446	10,569	19,839	10,719	3,947	3,788	5,940	14,619	17
4·3	3·5	5·4		4 2	8·2	7 0	4·9	3·9	5·0	4 6	13·6	18
23·2	23·5	(j)		23·4	(j)	(j)	...	21·2	20 4	23 1	92 7	19
21·3	34·5	40·8		26·5	26·1	...	...	56 1	25·8	27·7	53·7	20
78·7	65·5	59·2		73·5	73·9	...	...	43·9	74·2	72·3	46 3	21

(g) Difference due to the figure shown in the previous year having included outlay chargeable to construction.
(h) Excluding Rs. 10,964 on account of receipts on capital account.
(c) Excluding the value of rolling-stock of the Mandalay-Kúnlon railway.
(j) Information not available.
(k) Value of engine and carriage and wagon stock not recorded separately.
(l) Including Rs. 5,26,385 for line under construction.
(m) Including 8·86 miles of dock estate and quarry lines constructed and maintained by the states themselves.
(n) Excluding Rs. 49,399 on account of harbour earnings.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.					Percentage on entire stock. *	NUMBER OF HORSE-BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS.†			
		Second	Intermediate.	Third.	Composites.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock. *
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN . . .	...	...	52	...	52	4·52	75	...	...	...	75	879	1,499	19,024	36·95
II	BENGAL CENTRAL . .	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...
III	BENGAL-NÁGPUR . .	...	...	23	...	23	9·39	10	...	...	...	10	...	1,191	9,528	52·44
IV	INDIAN MIDLAND . .	...	...	22	...	22	7·69	5	...	10	...	15	...	750	6,000	64·10
	State lines worked by the State.															
XII	NORTH WESTERN (e) .	...	...	446	(f) 4	450	32·21	112	...	26	...	138	75	(g) 4,157	35,504	55·36
XIV	OUDH AND ROHILKHAND	...	...	87	...	87	19·42	39	...	...	...	39	362	743	8,810	28·87
XV	EASTERN BENGAL . .	...	16	...	...	16	5·11	9	...	4	...	13	...	(k) 644	5,152	37·33
XVII	EAST COAST . . .	...	...	...	...	...	...	6	...	...	...	6	...	505	4,040	53·16
	Lines worked by guaranteed companies.															
XIX	GREAT INDIAN PENINSULA	...	...	29	...	29	3·73	...	...	93	...	93	1,697	...	13,576	33·32
XX	BOMBAY, BARODA AND CENTRAL INDIA . .	...	...	15	...	15	3·93	18	...	...	...	18	1,502	...	12,016	67·29
XXI	MADRAS	...	...	28	...	28	5·42	2	...	44	...	46	1,069	395	11,712	98·85
	Line owned by native state and worked by company															
XXXIII	THE NIZAM'S GUARANTEED STATE . .	...	...	...	...	...	...	7	...	3	...	10	64	60	992	72·51

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1898.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(*a*) Of these 36 are intermediate and third and 17 third and postal composite carriages.
(*b*) Capable of carrying 8 horses or 10 ponies each.
(*c*) Of these 4 are first and second and 13 third and brake-van composite carriages.
(*d*) Of these 23 are first and second and 4 first and third class composite carriages, the second and third class compartments are only fitted with racks.
(*e*) The carriages on this line are fitted with both hooks and racks.
(*f*) These are third and intermediate class composite carriages.
(*g*) Of these 412 are bogies, capable of carrying 12 horses each.
(*h*) Of these 140 are bogies.
(*i*) Includes 17 first and second, 8 first, second and third, 53 third and intermediate, 19 intermediate and postal and 25 third and postal composite carriages.

No. 11.

adapted for military purposes, as existing on the 31st December 1898.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.											
					Number fitted with								Percentage of number fitted on the total stock of each class.*			
					Hooks.				Racks.							
	Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	Percentage on entire stock. *	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.
			Tons.													
...	...	2,800	42,677	92·31	...	57	667	(a) 53	...	...	...	...	...	78·08	84·32	26·90
(b) 310	8	...	136	12·90	...	1	1	...	3	4	16	c) 17	100·00	71·43	53·12	70·83
...	500	115	9,460	55·11	...	...	...	...	15	8	149	(d) 27	100·00	100·00	82·32	65·85
...	...	207	2,484	23·88	...	...	...	...	22	...	178	...	100·00	...	80·91	...
...	148	(h) 1,766	24,522	60·59	...	...	...	...	25	34	796	(i) 122	25·53	29·31	93·87	51·05
...	...	138	1,480	38·02	...	...	...	...	...	29	231	(j) 57	...	100·00	100·00	52·29
(k) 456	...	151	1,870	33·39	...	6	2	...	12	28	166	(m) 49	100·00	77·27	96·00	59·76
(b) 50	155	302	3,012	100·00	...	...	...	...	...	...	153	(n) 7	...	...	84·07	18·92
(o) 371	277	...	4,432	8·83	...	...	...	...	65	...	194	...	41·40	..	34·95	...
...	351	551	10,738	49·97	...	...	...	...	...	22	106	(p) 6	...	100·00	37·99	14·63
...	...	132	792	12·01	70	...	322	...	...	...	...	...	100·00	...	81·73	...
...	540	...	7,222	32·07	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.

§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(*j*) Of these 29 are intermediate and third, 3 intermediate and postal and 25 third and postal composite carriages.

(*k*) Three hundred and forty-three of these wagons are fitted with breast-bars only, of which 30 have wooden battens on iron floors.

(*l*) Capable of carrying 8 horses each.

(*m*) Of these 15 are first and second, 33 intermediate and third and 1 intermediate, third and postal composite carriages.

(*n*) These are third and postal composite carriages.

(*o*) Capable of carrying 6 horses or 8 ponies.

(*p*) Of these 4 are first and second and 2 third and postal composite carriages. Racks are only fitted in the second class compartments of the first and second class composite carriages.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF CARRIAGES FITTED FOR AMBULANCE PURPOSES.						NUMBER OF HORSE-BOXES					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES COMPLETE WITH FITTINGS. †			
		Second.	Intermediate.	Third.	Composites.	Total.	Percentage on entire stock *	Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	Percentage on entire stock. *
	METRE GAUGE.															
	State lines worked by companies.															
XL	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION .	...	...	...	...	...	...	...	20	...	...	20	74	599	3,890	22·03
	COMPANY'S SECTION .															
XLJ	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) .	...	...	...	...	...	...	...	3	...	...	3	3	...	12	0·59
XLII	RAJPUTATA-MALWA .	...	...	26	...	26	2·58	...	82	...	...	82	375	...	(*b*)	8·57
XLIV	SOUTHERN MAHRATTA .	...	...	3	...	3	0·48		36	...	...	36	...	100	400	3·18
XLVII	SOUTH INDIAN . .	...	...	15	...	15	2·00	...	10	...	20	30	17	250	1,602	14·10
XLIX	ASSAM-BENGAL . .	...	...	...	...	...	...	...	6	...	...	6	380	...	1,520	72·94
L	BURMA	...	...	59	...	59	18·21	...	36	...	...	36	(*b*)95	50	580	6·68
	State lines worked by the State.															
LI	EASTERN BENGAL—															
	NORTHERN AND BEHAR SECTIONS . . .	...	...	...	...	...	...	...	8	...	...	8	...	385	1,540	19·68
	KAUNIA-DHARLLA, 2'6" GAUGE, BRANCH .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	DACCA SECTION . .	...	...	...	...	...	...	...	2	...	...	2	...	35	140	15·49
	Assisted companies.															
LVII	ROHILKUND AND KUMAON (Company's section) . . .	...	...	...	...	...	...	...	2	...	...	2	...	...	...	...
LIX	BENGAL-DOOARS .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LX	DIBRU-SADIYA . .	...	...	...	...	...	...	...	1	...	1	2	...	...	...	...
	Lines owned and worked by native states.															
LXXI	JODHPORE-BICKANEER—															
	JODHPORE SECTION .	...	...	...	...	...	...	...	4	...	1	5	...	...	...	...
	BICKANEER SECTION .															
LXXII	OODEYPORE-CHITOR .	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDÁR	...	...	...	...	...	...	...	(*e*) 11	...	...	11	...	...	...	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue Accounts for the second-half of 1898.

† Only such wagons as are actually provided with complete fittings are included in these columns.

(*a*) These are intermediate and third class composite carriages.

(*b*) Two hundred and forty-one wagons are capable of carrying 6 horses or 10 ponies each and the remainder 2 ponies each.

(*c*) Capable of carrying 6 horses or 10 ponies each.

(*d*) Of these 79 are bogie carriages.

(*e*) Of these 2 are first and second, 7 intermediate and third and 24 third and postal composite carriages.

(*f*) Includes 42 bogies.

(*g*) Including 38 first and second, 2 third and postal, and 17 third and brake-van composite carriges.

(*h*) Including 9 composites first and third, 10 third and postal, of which 8 are bogies, 28 third class and brake-vans, of which 20 are bogies, and 20 bogie composite carriages.

(*i*) Capable of carrying 4 horses each.

(*j*) These are bogie carriages.

No. 11—*concld.*

adapted for military purposes, as existing on the 31st December 1898—concld.

Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡	Number of open goods wagons suitable for the carriage of artillery guns.§				Carriages fitted with hooks or racks.											
					Number fitted with								Percentage of number fitted on the total stock of each class.*			
					Hooks.				Racks.							
	Medium or high-sided.	Ballast or low-sided.*	Total carrying capacity of both kinds.	Percentage on entire stock. *	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.	Second.	Intermediate.	Third.	Composites.
			Tons.													
...	...	53	504	11·80	...	...	...	...	...	...	240	(a) 17	...	...	66·85	53·12
...	...	...	...	...	...	...	...	...	...	1	59	(a) 6	...	100·00	100·00	33·33
(c) 281	...	1,944	21,496	79·57	...	...	...	...	2	8	(d) 249	(e) 33	2·02	16·00	31·40	39·29
...	111	499	3,803	44·13	...	...	...	...	36	...	(f) 253	(g) 57	47·80	...	52·49	24·45
1,627	...	...	...	...	...	...	...	...	...	...	446	(h) 67	...	...	73·72	65·68
(i) 141	...	(j) 60	1,020	13·19	...	...	...	...	...	...	75	(k) 15	...	...	100·00	62·50
315	...	286	1,790	40·45	...	...	...	...	12	14	297	(m) 16	25·00	100·00	85·59	34·26
(n) 411	...	66	391	26·72	...	...	...	...	10	26	183	(o) 40	100·00	92·86	95·81	93·02
...	...	...	...	...	...	...	...	...	...	4	17	...	...	100·00	70·83	...
(i) 170	...	2	12	16·67	...	1	32	(p) 5	4	...	...	(q) 7	100·00	25·00	100·00	100·00
...	...	...	...	...	...	...	...	...	...	2	14	(a) 1	...	100·00	100·00	33·33
...	...	..	...	...	...	...	...	(r) 3	...	...	13	(s) 2	...	...	86·66	100·00
(t) 133	294	70	2,361	29·28	...	...	...	...	...	...	8	...	...	...	25·81	...
...	...	70	454	100·00	...	...	...	...	...	...	...	...	...	...	...	...
...	...	10	63	100·00	...	...	...	(u) 3	...	...	...	...	...	...	...	0·75
(w) 145	...	...	...	...	...	...	6	...	...	...	...	...	...	...	4·05	...

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors, covered with battens, are suitable for the carriage of horses.

§ Excluding wagons with doors *less* than 5′9″ wide, and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(*a*) Of these 8 are first, second and third and 7 third and postal composite carriages.

(*b*) Of these 75 are bogies.

(*c*) These are bogie composites, 11 of which are first and second, 3 second and third and two intermediate and third.

(*d*) Ninty-two of these wagons are capable of carrying 4 horses each and the remainder 4 ponies each.

(*e*) Of these 24 are first and second and 16 intermediate and third class composite carriages.

(*f*) These are intermediate and third class composite carriages.

(*g*) Of these five are first and second and two intermediate and third class composite carriages.

(*h*) These are first and second class composite carriages. The second class compartments only are fitted with racks.

(*i*) Of these two carriages one is an intermediate and third and the other an intermediate and postal composite carriage.

(*j*) Capable of carrying 2 horses each.

(*k*) These are first and second class composite carriages and are fitted with both hooks and racks.

(*l*) Six of these are cattle trucks.

(*m*) Capable of carrying 4 horses or six ponies each.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1898.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED.)	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		*Vehicles.				Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted or partially fitted.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN (a) . .	94	549	1,092	111	11,118	2,337,628	14·62	9·76	16·88	(a) Excluding 12 locomotives and 439 vehicles in use on lines under construction.
II	BENGAL CENTRAL .	...	22	...	...	(b) 601	...	...	...	...	(b) Excluding 2 relief vans.
III	BENGAL-NÁGPUR .	1	117	110	9	3,710	(c)	0·85	3·11	...	(c) Brakes not brought into use.
IV	INDIAN MIDLAND .	66	59	112	23	2,422	353,362	52·80	5·28	18·60	
	State lines worked by the State.										
XII	NORTH WESTERN .	447	193	2,018	193	11,063	2,358,124	69·84	16·66	22·25	
XIV	OUDH AND ROHILKHAND.	43	126	353	30	4,700	450,063	25·44	7·53	16·92	
XV	EASTERN BENGAL .	51	53	256	99	2,354	843,592	49·04	13·10	43·04	
XVI	CALCUTTA PORT COMMISSIONERS'.	...	8	...	...	372	...	...	...	...	
XVII	EAST COAST . .	12	(d) 56	5	...	1,753	(c)	17·65	0·28	...	(d) Excluding 3 contractors' small tank engines useless for train service.
	Lines worked by guaranteed companies.										
XIX	GREAT INDIAN PENINSULA.	196	409	1,316	...	8,286	3,614,449	32·40	13·71	40·37	
XX	BOMBAY, BARODA AND CENTRAL INDIA.	101	73	437	60	4,198	943,056	58·04	10·58	34·29	
XXI	MADRAS . . .	41	127	338	26	3,462	405,326	24·40	9·51	15·58	
	Line owned by native state and worked by company.										
XXXIII	THE NIZAM'S GUARANTEED STATE.	...	50	20	...	976	...	...	2·01	...	
	TOTAL STANDARD GAUGE	1,052	1,842	6,057	551	55,015	11,525,600	36·35	10·72	23·01	

* Excluding cranes.

STATEMENT No. 12—*concld.*

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1898*—concld.

Classification No.	RAILWAY. (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.						Proportion per cent.			REMARKS.
		Locomotives.		Vehicles.†							
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted or partially fitted.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	METRE GAUGE.										
	State lines worked by companies.										
XL	BENGAL AND NORTH-WESTERN . . .	...	155	...	...	4,413	...	...	...	...	
XLII	RAJPUTANA-MALWA . . .	...	418	...	...	8,598	...	...	...	...	
XLIV	SOUTHERN MAHRATTA . .	...	(a)218	...	...	(b)5,596	...	...	...	...	(a) Including 3 locomotives fitted with Westinghouse brake and pipe.
XLVII	SOUTH INDIAN . . .	25	183	122	37	4,093	553,848	12·02	3·74	15·87	(b) Including 18 vehicles fitted with Westinghouse brake and 1 with pipe.
XLIX	ASSAM-BENGAL . . .	44	9	152	...	1,106	(c)	83·02	12·08	...	(c) Brakes not brought into use.
L	BURMA	5	145	20	...	4,252	1,080	3·33	0·47	0·04	
	State line worked by the State.										
LI	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2'6" gauge, branch) . . .	13	66	163	25	2,563	2,30,214	16·45	6·83	15·03	
	DACCA SECTION . .	...	12	...	...	373	...	...	...	...	
	Assisted companies.										
LIV	DEOGHUR	...	3	...	...	20	...	...	...	...	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . .	...	27	...	...	941	...	...	...	...	
LIX	BENGAL DOOARS . .	...	4	...	...	132	..	...	...	...	
LX	DIBRU-SADIYA . .	...	22	...	...	876	..	...		...	
	Lines owned and worked by native states.										
LXXI	JODHPORE-BICKANEER	...	17	...	...	344	...	...	...	...	
LXXII	OODEYPORE CHITOR .	...	2	...	...	60	...	...	..	...	
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	...	34	...	...	1,248	...	...	...	...	
	TOTAL METRE GAUGE*	87	1,315	457	62	34,615	7,85,142	6·21	1·48	3·63	

* Excluding the West of India Portuguese railway for which information is not available.
† Excluding cranes.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1898 in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	45	62	107	
II	BENGAL CENTRAL	3	5	8	
III	BENGAL-NÁGPUR	...	20	20	
IV	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
XII	NORTH WESTERN	110	(a)106	216	(a) Of these, 27 are bogie carriages.
XIV	OUDH AND ROHILKHAND	6	36	42	
XV	EASTERN BENGAL	5	(b)22	27	(b) Including 16 intermediate and third class composites.
XVII	EAST COAST	(c)6	(d)12	18	(c) Three of these are third and intermediate composites with bath-rooms, and in the remaining three three-fourths is intermediate with bath-rooms, and one-fourth is postal.
	Lines worked by guaranteed companies.				
XIX	GREAT INDIAN PENINSULA	...	120	120	
XX	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	(d) In each of two of these one-sixth is postal.
XXI	MADRAS	...	48	48	
	Line owned by native state and worked by company.				
XXXIII	THE NIZAM'S GUARANTEED STATE	...	24	24	
	METRE GAUGE.				
	State lines worked by companies.				
XL	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	...	32	32	
	COMPANY'S SECTION				
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	(e)5	...	5	(e) Composite intermediate and third class carriages.
XLII	RAJPUTANA-MALWA	...	66	66	
XLIV	SOUTHERN MAHRATTA	...	(f)57	57	(f) Of these, 7 are bogie carriages.
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLVII	SOUTH INDIAN	...	(g)44	44	(g) Including 10 third class carriages on bogie frame.
XLIX	ASSAM-BENGAL	...	6	6	
L	BURMA	(h)5	30	35	(h) 2 bogie second, intermediate and third, and 3 bogie second and third class composite carriages.
	State line worked by the State.				
LI	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla, 2' 6" gauge, branch).	21	(i) 26	47	(i) Including 6 intermediate and third class composites.
	DACCA SECTION (k)	...	(j) 6	6	(j) Including 4 intermediate and third class composites.
	Assisted companies.				(k) Including the Mymensingh-Jamalpur-Jagannathganj railway.
LIV	DEOGHUR	...	(l) 1	1	(l) One compartment of a composite carriage.
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	(m)3	...	3	(m) Composite intermediate and third class carriages. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LX	DIBRU-SADIYA	...	7	7	
	Lines owned and worked by native states.				
LXXI	JODHPORE-BICKNEER—				
	JODHPORE SECTION	...	10	10	
	BICKANEER SECTION				
LXXII	OODEYPORE-CHITOR	2	15	17	
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR				
LXXIV	JETALSAR-RÁJKOT				
LXXV	JÁMNAGAR	...	14	14	
LXXVI	DHRÁNGADRA				
	SPECIAL GAUGE.				
	Assisted company.				
LXXXIII	DARJEELING-HIMALAYAN (2' 0")	...	2	2	
	Line owned and worked by native state.				
XCV	MORVI (2' 0")	...	6	6	

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1898, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 12 and 13 of chapter VIII), is Rs. 2,97,42,43,182, allocated as follows:

	Rs.	£
State railways—*vide* details in statement No. 17	1,74,86,85,738	
State lines leased to companies, statement No. 18	41,16,43,441	30,640,196
Guaranteed railways . . statement No. 18	51,27,27,317	46,962,059
Assisted companies*	13,63,66,046	
Native state lines . . . statement No. 17	13,94,17,465	
Foreign lines†	1,75,87,656	
	2,96,64,27,663	
Surveys . . . . statement No. 17	48,66,514	
Collieries . . . . statement No. 17	29,49,005	
	2,97,42,43,182	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £1=10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1898, *viz.*, Rs. 2,68,09,44,856, is given in statement No. 22 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details in statement No. 22	6,46,57,641
Add—Southern Punjab (under construction)	5,86,643
Tápti Valley (under construction)	60,45,413
South Behar railway (under construction)	97,45,791
Hardwar-Dehra (under construction)	10,70,545
Bengal and North-Western railway (Company's section) (including lines under construction)	4,66,09,667
Brahmaputra-Suitanpur (under construction)	12,55,457
Rohilkund and Kumaon (Company's section) (under construction)	7,274
Segowlie-Raxaul railway (under construction)	8,07,550
Bengal Dooars (under construction)	4,03,611
Nilgiri railway (under construction)	44,54,085
Ranaghat-Krishnagarh	7,22,369
TOTAL	13,63,66,046
† As per details in statement No. 22	1,75,87,656

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of the first two pages of statement No. 17.

2. Up to the 31st December 1898, the total amount of sterling capital raised by the various guaranteed railway companies was £46,955,105, and by state lines leased to companies, £29,491,022, or in all £76,446,127 as under:

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XIX. Great Indian Peninsula railway.	XX. Bombay, Baroda and Central India railway.	XXI. Madras railway.	TOTAL.
	£	£	£	£
Share capital @ 5 per cent. . . .	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4¾ per cent. . . .	...	...	999,960	999,960
Share capital @ 4½ per cent. . . .	...	...	500,000	500,000
Debentures @ 3 per cent. . . .	1,318,800	1,051,000	432,700	2,802,500
Debentures @ 2¾ per cent. . . .	300,000	...	60,000	360,000
Debentures @ 2½ per cent. . . .	1,602,100	1,081,400	505,300	3,188,800
Debenture stock @ 4 per cent. . .	2,701,450	...	...	2,701,450
Capital not bearing interest . . .	60,436	27,731	6,258	94,425
TOTAL .	25,982,786	9,710,431	11,261,888	46,955,105

The capital not bearing interest is made up thus—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital and debentures	293,720	31,051	12,039	336,810
Less—				
Discount on debenture stock	*225,891*	...	...	*225,891*
,, debentures	*7,393*	*3,320*	*5,781*	16,494
Balance excess premium	60,436	27,731	6,258	94,425

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II Bengal Central Railway.	III and LXXXI Bengal-Nagpur Railway.	IV Indian Midland railway.	XLI Lucknow-Bareilly section (Rohilkund and Kumaon railway).	XLIV Southern Mahratta railway (including Bellary-Kistna railway).	XLVI Mysore section (Southern Mahratta railway.)	XLIX Assam-Bengal.	L Burma.	TOTAL.
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	500,000	...	...	...	3,500,000	...	...	...	4,000,000
Share capital @ 3 per cent.	...	...	...	...	...	...	(a) 1,500,000	...	1,500,000
Share capital @ 2½ per cent.	...	...	...	...	...	...	...	1,836,462	1,836,462
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent.	...	...	...	...	600,000	...	...	...	600,000
Debentures @ 3 per cent.	...	1,900,000	1,150,000	147,000	343,100	...	500,000	...	4,040,100
Debentures @ 2½ per cent.	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2½ per cent.	...	1,100,000	1,232,900	...	100,000	...	300,000	...	3,332,900
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest	...	14,095	—5,977	...	30,207	24,000	13,135	...	75,460
TOTAL	1,000,000	8,774,095	7,493,123	147,000	6,703,207	1,224,000	2,313,135	1,836,462	29,491,022

(a) Three and a half per cent. up to the 1st July 1898.

The capital not bearing interest is made up thus :—

	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Assam Bengal.	Total.
	£	£	£	£	£	£
Premium on debentures and debenture stock	18,595	6,523	30,957	24,000	15,385	95,460
Less—						
Discount on debentures	*4,500*	*12,500*	*750*	...	*2,250*	*20,000*
Balance excess premium	14,095	—*5,977*	30,207	24,000	13,135	75,460

3. The following tables contain further information in detail regarding the capital transactions of the different railways:

STATEMENT No. 16.

Debenture loans on the 31st December 1898.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£				
XIX	GREAT INDIAN PENINSULA	1,068,800		3	30th June 1902.	
		300,000		2¾	31st December 1902.	
		300,000		2½	30th June 1903.	
		300,000		2½	31st December 1903.	
		1,002,100		2½	30th June 1904.	
		250,000		3	30th June 1905.	
			3,220,900			
XX	BOMBAY, BARODA AND CENTRAL INDIA.	232,000		2½	1st February 1901.	
		198,800		3	8th July 1901.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		100,500		3	8th July 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
		100,700		3	8th July 1905.	
		351,000		3	1st December 1905.	
			2,132,400			
XXI	MADRAS	14,200		3	30th June 1899.	
		140,000		3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2¾	31st December 1902.	
		200,000		2½	31st December 1903.	
		103,100		2½	30th June 1904.	
		100,000		3	31st December 1905.	
			998,000			
	TOTAL GUARANTEED .	...	6,351,300			
	Carried over .	...	6,351,300			

STATEMENT NO. 16—*concld.*

Debenture loans on the 31st December 1898—concld.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	Remarks.
	Brought forward .	...	6,351,300			
	State lines leased to companies.					
III and LXXXI	BENGAL-NAGPUR . .	1,234,400		3	18th February 1900.	
		200,000		2½	3rd January 1901.	
		265,600		3	18th February 1902.	
		500,000		2½	10th July 1903.	
		400,000		2½	21st April 1904.	
		400,000		3	18th August 1905.	
			3,000,000			
IV	INDIAN MIDLAND . .	1,000,000		2½	31st December 1900.	
		1,000,000		3	30th June 1901.	
		171,200		2¾	31st December 1902.	
		250,000		2½	31st December 1902.	
		582,900		2½	30th June 1903.	
		150,000		3	30th June 1905.	
			3,154,100			
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3	1st July 1901.	
XLIV	SOUTHERN MAHRATTA .	600,000		3½	1st April 1899.	
		255,000		3	1st October 1901.	
		100,000		2½	1st April 1904.	
		88,100		3	1st October 1905.	
			1,043,100			
XLIX	ASSAM-BENGAL . .	500,000		3	4th July 1902.	
		300,000		2½	13th April 1905.	
			800,000			
	TOTAL STATE .	...	8,144,200			
	Purchased by the State.					
I	EAST INDIAN . . .	599,700		2½	11th February 1901.	
		150,000		2½	27th July 1902.	
		300,000		2½	19th June 1904.	
		500,000		2½	5th March 1905.	
		300		2½	11th February 1906.	
			1,550,000			
	GRAND TOTAL .	...	16,045,500			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									
	Open lines.						*Under construction.*			
	I. East Indian.	V. Bhopal-Itárai (British section.)	VI. Godhra-Ratlam-Nágda.	VII. Wardha Coal.	VIII. Dhond-Manmád.	IX. Bezwada extension (East Coast State.)	X. Washermenpet-Ennúr section (Bezwada Madras).	XI. Agra-Delhi Chord. (a)	XL. Bengal and North-Western (Tirhoot section).	XLI. Lucknow Bareilly section (Rohilkund and Kumaon).	XLII. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	37,20,00,000	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	26,45,269	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	3,57,118	...	1,80,184	91,642	1,28,528	15,319	2,263	45,374	1,83,608	1,28,259	22,71,332
Land	19,23,406	...	35,570	4,745	99,142	47,109	96,589	7,622	11,26,173	1,49,118	13,62,149
Formation	20,86,060	...	60,65,426	3,02,318	9,14,803	1,83,329	36,053	4,469	11,27,625	2,95,751	72,99,491
Bridgework	1,02,31,863	...	41,39,069	10,49,577	22,12,654	1,59,947	33,640	...	41,84,200	4,78,916	2,16,69,201
Fencing, etc.	9,87,423	...	2,75,665	2,24,499	4,85,031	19,788	42,307	...	9,17,465	95,675	30,86,508
Electric telegraph	...	...	4,065	...	...	...	3,142	...	14,036	...	...
Ballast and permanent way	1,99,10,326	...	46,77,033	17,51,227	50,23,545	6,20,193	2,91,359	...	30,99,149	22,62,241	3,78,06,922
Stations and buildings	95,51,085	...	13,89,076	3,65,446	9,20,068	3,08,534	66,289	...	32,14,094	5,95,555	1,84,91,344
Colliery works	11,50,582	...	...	...	...	...	...	...	...	...	...
Plant	27,19,360	...	56,708	2,17,578	1,81,771	9,464	8,653	...	5,86,654	1,13,832	30,59,839
Ferries	8,10,615	...	...	...	...	...	...	...	5,45,095	...	...
Rolling-stock	1,61,46,956	...	...	3,79,332	17,298	20,384	...	...	45,46,132	6,53,450	2,12,73,588
General charges	24,20,445	...	7,94,585	4,52,519	7,75,497	1,17,275	18,855	4,819	13,64,612	3,06,192	83,41,933
Suspense accounts	1,11,47,343	...	...	...	7,748	...	...	...	4,20,220	...	31,85,526
Exchange	...	...	...	1,57,442	6,56,990	...	...	...	7,04,770	42,150	49,08,971
Deduct—											
Receipts on capital account.	...	...	...	...	...	...	...	...	...	...	...
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	91,18,159	...	...	...	...	...	...	...	...	...	...
TOTAL	§44,49,70,192	*23,24,365	1,76,17,380	49,96,325	1,14,23,075	15,01,342	5,99,150	62,284	2,70,38,883	51,21,139	13,27,57,344

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itárai railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government
‡ The total outlay is made up of Rs. 35,41,69,536 on commercial section and Rs. 14,30,05,812 on military section.

	East Indian.	South Indian.
	Rs.	Rs.
§ Total cost to the State in acquiring guaranteed lines *plus* subsequent outlay (1)	44,49,70,192	8,12,55,033
Deduct—" Purchase of line " and " Overdrawn capital " as shown above	37,46,45,269	5,62,25,570
Less—Undrawn capital at the time of purchase		—24,296
	7,03,24,923	2,49,53,759
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,613	5,01,66,115
Total expenditure incurred on construction of line to the 31st December 1898 (2)	40,98,39,535	7,45,21,873
Difference between (1) and (2)	3,51,30,657	67,33,159

(a) Commencement of work was not authorised at the end of 1898.

No. 17.

appropriated to the various undertakings to the 31st December 1898.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.			
METRE GAUGE.									STANDARD GAUGE.			
Open lines.						*Under construction.*			*Open lines.*			
XLIII Pálanpur-Deesa (British section).	XLV Guntakal-Mysore frontier.	XLVII South Indian.	XLVIII Máyavaram-Mutupet.	L Burma.	Bellary-Kistna.†	XL Bengal and North-Western (Tirhoot section extensions).	XLIX Assam-Bengal.	L Burma (Mandalay-Kunlon section).	XII North-Western.‡	XIII Hyderabad-Shadipalli.	XIV Oudh and Rohilkhand.	XV Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,576	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,488
...	59,327	4,65,284	16,171	10,66,641	2,24,755	33,643	...	3,85,058	32,72,151	36,345	1,23,996	1,36,902
...	23,541	3,79,357	1,75,761	11,32,072	83,000	9,05,330	...	2,050	27,91,148	25,365	5,20,290	25,78,867
...	7,83,879	26,30,560	2,42,935	97,80,980	32,16,764	5,04,181	...	4,08,636	5,51,05,270	1,39,768	9,04,461	12,12,781
...	20,32,587	57,35,014	8,46,697	1,21,08,246	19,50,678	6,18,691	...	68,495	8,28,00,731	2,75,131	51,01,998	28,66,151
...	56,997	2,29,902	29,897	27,63,610	1,04,683	13,373	...	113	38,05,910	18,987	8,98,774	3,99,086
...	1,345	26,557	2,536	9,238	...	7,584	...	...	1,70,757	...	...	...
...	18,22,222	60,98,026	6,71,546	2,06,46,247	28,60,461	7,95,855	...	1,85,017	9,26,34,420	10,04,945	94,26,242	1,05,80,768
...	4,71,516	21,21,293	2,22,250	74,66,544	12,80,398	28,214	...	1,14,411	2,85,49,894	1,69,773	27,13,857	46,22,979
...	...	...	...	...	...	...	...	...	...	...	...	...
...	28,579	4,00,235	14,347	14,82,459	7,49,262	3,97,362	...	...	83,27,048	19,519	1,37,655	4,63,069
...	...	...	...	6,91,823	...	2,36,277	...	...	5,87,345	26,907	...	2,69,739
...	6,13,843	55,92,844	...	1,03,88,286	8,14,454	14,67,796	...	2,71,146	4,31,51,439	3,577	24,09,664	62,78,202
...	...	19,99,556	2,72,765	65,46,966	15,73,524	5,49,366	...	3,57,029	2,13,19,895	1,17,479	8,45,722	14,06,180
...	...	23,39,373	...	...	32,29,347	20,61,352	...	...	78,15,891	...	18,79,440	29,56,525
...	...	2,42,360	...	12,50,610	4,91,090	...	...	...	87,18,416	...	...	—1,674
...	...	*4,470*	...	*2,17,933*	...	*5,686*	...	*370*	...	...	*1,65,787*	...
...	...	*39,26,434*	...	...	...	...	...	...	*48,36,651*	...	*23,02,053*	*7,27,380*
2,33,264	58,98,866	8,12,55,032	24,94,905	7,51,20,739 (c)	1,65,78,416	76,14,343	3,90,81,880 (b)	17,91,585 (c)	49,71,75,348 §	18,37,796	12,48,59,749	7,76,21,817 §

omit this expenditure from the capital account of the railway.
after the transfer of the line.

North Western. Rs.	Oudh and Rohilkhand. Rs.	Eastern Bengal. Rs.	TOTAL. Rs.
49,71,75,348	12,48,59,749	7,76,21,817	1,22,58,82,138
14,99,61,714	*10,33,60,490*	*4,46,30,252*	*72,24,72,475*
...	*—8,41,469*	...	*—2,65,760*
35,42,13,634	2,23,40,718	3,30,41,565	50,42,74,618
12,37,10,012	9,16,17,643	3,56,60,069	64,06,70,541
47,79,23,646	11,39,58,361	6,87,01,634	1,14,49,45,159
1,92,51,702	1,09,01,388	89,20,143	8,09,36,979

(b) Expenditure charged to Part I of the Capital account Rs. 35,29,012 and to Part II, Rs. 3,55,52,868. *Details of the latter amount cannot be given.
(c) Outlay to the 31st August 1896; subsequent outlay included in statement No. 19.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—*contd.*										
	STANDARD GAUGE—*concld.*										
	Open lines—concld.			*Under construction.*							
				XII. North Western.							
	XVI Calcutta Port Commissioners'.	XVII East Coast.	XVIII Ennúr Bezwada section (Bezwada-Madras.)	Mári-Attock.	Indus Bridge.	Lyallpur-Khanewal.	Jullundur Hoshiarpur. (a)	Ludhiána-Ferozepore. (a)	XIV Oudh and Rohilkhand (Gházia-bad-Moradabad).	XV Eastern Bengal (Rajbári Faridpur).	XVII East Coast (Gódávari bridge).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	28,444	3,49,718	1,53,902	3,79,152	31,227	...	...	...	93,952	743	21,418
Land	41,44,509	16,41,753	4,81,450	2,01,172	70,607	...	14,531	28,312	2	60,537	1,07,060
Formation	4,25,932	60,02,279	21,63,592	54,09,217	1,28,014	57,158	...	...	3,487	1,01,743	51,462
Bridgework	4,28,033	1,33,78,535	53,04,234	46,23,458	6,47,862	1,06,276	...	...	3,387	1,02,620	11,30,613
Fencing, etc.	52,021	3,99,738	1,00,733	3,205	6,587	2,353	...	...	...	449	25,760
Electric telegraph	...	...	...	...	...	...	...	...	...	...	...
Ballast and permanent-way.	9,45,663	1,81,78,256	85,02,819	23,04,869	79,879	7,38,391	...	...	4,128	3,99,505	1,51,481
Stations and buildings	3,67,919	33,15,333	9,99,349	2,71,904	3,162	96,262	...	...	...	28,987	11,716
Colliery works	...	...	...	...	...	...	...	...	...	...	...
Plant	...	9,78,305	3,09,169	3,626	2,08,742	21,580	...	...	612	4,263	3,47,172
Ferries	...	4,86,694	...	...	...	...	...	...	...	...	...
Rolling-stock	7,13,975	74,89,031	16,66,656	7,000	...	...	...	...	...	...	...
General charges	22,216	35,49,760	17,06,521	9,15,354	2,20,595	67,415	...	...	25,250	18,641	2,46,358
Suspense accounts	...	13,17,866	9,34,851	5,31,417	9,14,941	6,33,840	...	...	927	...	3,22,270
Exchange	...	...	...	...	...	...	...	...	...	...	...
Deduct— Receipts on capital account	...	...	*18,588*	*18,638*	*1,627*	657	...	...	...	...	*4,146*
Deduct— Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...	...	...
TOTAL	71,28,712	5,70,87,268	2,23,04,688	1,46,31,136	23,09,989	17,16,618	14,531	28,312	1,31,745	7,17,488	24,11,164

(a) Commencement of work was not authorised at the end of 1898.

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1898—contd.

STATE LINES WORKED BY THE STATE—*concld.*							UNCLASSIFIED EXPENDITURE.						
METRE GAUGE.					SPECIAL GAUGE.								
Open lines.			*Under construction.*		*Open line.*	*Under construction.*							
LI Eastern Bengal.													
Northern and Behar sections (including the Kaunia-Dharlia, 2′ 6″ gauge branch).	Dacca section.	LII Cawnpore-Burhwal (metre gauge link).	LI Eastern Bengal (Teesta bridge)	LIII Shadipalli-Balotra British section.)	LXXXII Jorhát (2′ 0″).	Cooch-Behar-Santrabari (British section) (2′ 6″).	Frontier railway reserve material.	Peshawar railway reserve material.	Southern Mahratta. *	Bilaspur-Etawah survey.	Vizagapatam-Raipur.†	Ránaghat-Bhagwangola.†	Nágpur-Chattisgarh depreciation account.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,97,023	1,27,561	31,729	219	22,713	388	2,999	...	...	...	75,132	2,45,035	83,816	...
13,31,685	5,32,167	93,403	8,249	1,221	6,131	11	...	...	...	...	...	1,01,972	...
34,08,866	6,95,702	1,37,429	—601	77,068	81,469	19,345	...	...		...	...	90,698	849
77,71,908	5,88,703	2,65,770	2,07,495	3,519	65,245	16,315	...	...	...	...	...	...	1,46,285
10,98,360	1,08,963	1,58,692	...	...	2,999	1,794	...	..	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,05,09,126	17,79,136	12,16,108	30,120	2,279	3,16,748	1,44,458	...	...	...	...	...	...	2,86,197
45,12,816	12,82,656	3,89,315	437	...	89,453	12,364	...	...	...	...	...	...	23,726
...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,31,945	2,18,844	4,760	25,806	7,860	56,039	1,870	...	...	...	...	...	546	2,713
10,04,852	...	...	...	...	...	...	...	...	...	...	...	...	...
65,69,822	7,66,310	...	...	...	2,14,790	...	...	...	...	...	...	...	2,00,275
30,33,925	3,62,982	1,02,901	8,502	25,574	41,248	11,338	33,423	...	...	...	...	25,681	...
...	...	...	...	41,742	38,059	...	43,29,862	3,61,479	...	...	...	...	...
9,31,358	3,05,500	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	*3,124*	...	...	...	...	...	...	*263*	
...	...	...	...	...	...	...	...	...	...	...	...	...	...
4,16,00,696	67,68,524	24,00,107	2,80,227	1,81,976	9,09,445	2,10,494	43,63,285	3,61,479	5,27,070	75,132	2,45,035	3,02,450	6,57,033

* Represent amount of depreciation, &c., allowed on works and stores on transfer to the company.
† In abeyance.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	Unclassified expenditure—*concld.*			Total State lines.	Surveys (excluding abandoned surveys.)			Collieries.*			Grand total State lines, surveys and collieries.
	Petroleum operations, Baluchistan.	Stores suspense balances.	Pátri.†		Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	71,65,33,053	...	...	...	...	...	...	71,65,33,053
Overdrawn capital	...	...	...	59,40,222	...	...	...	...	...	...	59,40,222
Preliminary expenses	1,12,024	...	...	1,11,86,150	3,16,976	45,44,063	48,61,039	...	...	...	1,60,47,189
Land	...	...	...	2,22,98,676	...	...	...	...	...	...	2,22,98,676
Formation	...	...	...	11,20,99,239	...	...	...	...	...	...	11,20,99,239
Bridgework	...	...	...	19,33,47,744	...	...	...	...	...	...	19,33,47,744
Fencing, etc.	...	...	...	1,04,22,347	...	...	...	...	...	...	1,04,22,347
Electric telegraph	...	...	...	2,39,260	...	...	...	...	...	...	2,39,260
Ballast and permanent way	...	...	...	27,27,47,922	...	...	...	...	...	...	27,27,47,922
Stations and buildings	7,174	...	...	9,40,75,728	...	...	...	...	...	...	9,40,75,728
Colliery works	...	...	...	11,50,532	...	...	...	11,22,954	5,23,463	16,46,417	27,96,999
Plant	...	...	...	2,23,97,151	...	...	...	2,55,675	5,01,409	7,57,084	2,31,54,235
Ferries	...	...	...	46,59,347	...	...	...	...	...	...	46,59,347
Rolling-stock	...	...	...	13,16,56,290	...	...	...	26,491	35,376	61,867	13,17,18,157
General charges	...	...	...	6,00,07,863	...	...	...	8,738	66,275	75,013	6,00,82,881
Suspense accounts	...	4,25,882	...	4,48,96,401	1,253	4,222	5,475	3,71,167	27,252	3,98,419	4,53,00,295
Exchange	...	...	...	1,84,07,783	...	...	...	12,042	60	12,102	1,84,19,885
Deduct—											
Receipts on capital account	*11*	*2,520*	...	*4,43,832*	...	...	...	*1,806*	*91*	*1,897*	*4,45,729*
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc	...	...	...	*2,19,11,177*	...	...	...	...	...	...	*2,19,11,177*
Deduct—											
Contribution towards the construction of the Bhopal-Itársi and Pálanpur-Deesa railways by the Government of India	..	...	...	...	...	...	...	...	...	...	...
Total	1,19,187	4,23,362	8,08,405	1,74,86,85,738‡	3,18,229	45,48,285	48,66,514	17,95,261	11,53,744	29,49,005	1,75,65,01,257

* The expenditure on collieries is included in this statement as it has been charged to railway grants.

† The expenditure on the Pátri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in statement No. 22.

‡ Deducting the total difference (Rs. 9,09,36,979) shown in foot note § on the second page of this statement, the figures are Rs. 1,67,55,61,278.

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1898—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.														
STANDARD GAUGE.										METRE GAUGE.				
Open lines.									*Under construction.*	*Open lines.*				
XXVIII Khámgaon.	XXIX Amrá-oti.	XXX Bina-Goona.	XXXI Bhopal-Ujjain.	XXXII Bhopal Itársi (Native state section).	XXXIII The Nizam's Guaranteed State.	XXXIV Nágdá Ujjain	XXXV The Gaekwar's Petlád.	XXXVI Kolar Goldfields.	XXX Bina-Goona (Goona-Baran section).	XLIII Pálanpur-Deesa (Native state section).	LXIV The Gaekwar's Mehsána.	LXV Kolhápur.	LXVI Yesvantpur-Mysore frontier.	LXVII Mysore Nanjangúd.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
369	11,799	57,631	94,758	...	1,88,029	10,933	7,991	6,268	34,589	1,973	10,067	13,858	64,092	15,210
1,116	2,450	...	2,771	15,543	...	...	...	13,402	2,267	...	...	29,203	25,305	3,005
44,036	20,377	4,59,092	3,07,315	15,88,771	14,87,540	1,77,042			8,59,050	64,114	3,04,742	2,68,591	5,46,275	1,34,407
57,634	62,106	10,77,015	17,33,463	18,65,493	12,23,342	4,57,025	94,058	2,24,734	8,73,723	59,429	5,71,256	11,22,548	5,46,629	93,520
7,366	11,699	2,33,072	74,719	2,12,821	1,95,375	11,388			14,552	10,037	59,865	41,668	65,247	26,473
...	...	...	28,534	407	...	603	...	...	2,154	...	...	...	...	...
3,10,953	2,43,889	23,86,782	37,24,421	23,34,739	65,32,819	13,41,753	4,33,413	3,39,799	21,63,326	2,09,667	16,80,960	4,91,138	8,54,524	2,48,693
53,602	54,425	2,64,739	4,05,816	8,45,055	19,77,058	63,144	1,63,677	99,332	1,02,266	51,175	4,40,929	2,29,257	1,21,932	57,390
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3,433	3,016	7,323	17,652	42,773	5,11,594	1,227	...	7,092	69,461	6,672	33,189	7,059	35,846	5,651
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11,669	8,641	22,259	...	55,651	42,03,989	...	...	...	...	...	16,026	...	...	...
31,967	29,709	4,18,296	6,95,840	3,62,112	11,17,252	1,68,476	38,294	39,557	3,53,699	14,897	1,65,228	1,21,485	1,43,378	39,931
...	6,387	...	...	...	5,37,069	...	11,614	69,354	3,69,744	...	...	...	95,089	24,541
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	4,972	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	23,24,365	...	...	...	...	...	2,33,264	...	...	...	...
5,22,150	4,54,498	49,26,209	75,85,789	50,00,000	4,10,54,449	22,31,596	7,49,047	8,09,538	48,39,859	1,85,000	32,82,212	23,24,8(7	24,98,317	6,43,821

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concld.					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.					LINES OWNED	
	METRE GAUGE—*concld.*			SPECIAL GAUGE.		STANDARD GAUGE.			SPECIAL GAUGE.		METRE	
	Under construction.			*Open lines.*		*Open lines.*		*Under construction.*	*Open line.*	*Under construction.*	*Open*	
	LXVIII Birur-Shimoga.	LXIX Hydera-bad-Godāvari Valley.	LXX Shora-pur-Cochin.	XCI The Gaekwar's Dabhoi (2′ 6″).	XCII Rajpipla (2′ 6″).	XXXVII Rājpura-Bhātinda.	XXXVIII Jammu and Kashmir (Native state section).	XXXIX Ludhi-ana-Dhuri-Jakhal.	XCIV Cooch Behar (2′ 6″).	XCIV Cooch-Behar. (2′ 6″).	LXXI Jodhpore-Bickaneer.	
											Jodhpore section.	Bickaneer section.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...	...	...	...
Overdrawn capital.	...	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	16,137	15,43,888	53,921	36,926	14,655	59,422	23,934	37,076	9,764	27	41,739	10,905
Land	212	...	...	...	...	46,494	...	...	10,774	1,858	1,621	2,325
Formation	3,95,014	16,15,770	...	4,07,299	1,16,428	2,75,954	34,955	...	93,296	23,759	2,30,822	1,62,206
Bridgework	2,88,885	12,93,529	...		3,29,462	5,37,820	1,35,428	...	92,130	1,32,862	2,18,061	10,767
Fencing, etc.	7,309	7,826	...		9,584	2,04,472	2,175	...	1,000	1,513	2,651	2,656
Electric telegraph	498	...	...	63	...	...	170	...	...	...	1,16,051	15,747
Ballast and permanent-way.	4,79,511	11,08,015	...	9,50,800	3,47,805	41,57,616	5,70,755	...	2,79,557	45,672	50,40,050	14,19,765
Stations and buildings	69,103	2,74,150	...	2,61,204	69,039	10,71,795	1,29,649	...	48,603	14,972	3,79,296	71,351
Colliery works	...	...	...	...	...	...	...	...	...	...	...	...
Plant	33,074	14,164	...	8,489	8,239	82,359	5,336	...	11,668	418	55,153	9,018
Ferries	...	...	...	...	...	...	...	...	3,618	...	...	...
Rolling-stock	...	2,85,154	...	2,82,826	1,51,593	...	...	...	1,75,875	...	8,95,262	1,81,111
General charges	98,926	8,74,520	...	1,40,199	56,265	2,63,588	60,444	...	53,258	7,429	89,635	12,947
Suspense accounts	1,81,600	16,71,496	...	30,684	262	...	...	...	24,885	...	...	...
Exchange	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—												
Receipts on capital account.	*190*	*38,046*	...	...	...	...	...	...	...	...	...	...
Deduct—												
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—												
Contribution towards the construction of the Bhopal-Itārsi and Palampur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	15,70,079	86,55,416	53,921	21,18,490	11,03,332	67,01,520	9,62,846	37,076	8,04,428	2,28,510	70,70,341	18,98,799

No. 17—*concld.*

appropriated to the various undertakings to the 31st December 1898—concld.

AND WORKED BY NATIVE STATES.

GAUGE.								SPECIAL GAUGE.			
lines.					*Under construction.*			*Open line.*	*Under construction.*		TOTAL NATIVE STATES.
						LXXI Jodhpore-Bickaneer.			XCVI Gwalior Light (2′ 0″).		
LXXII Oodeypore-Chitor.	LXXIII Bhávnagar-Gondal-Junágad-Porbandar	LXXIV Jetalsar-Rájkot.	LXXV Jámnagar.	LXXVI Dhrángadra.	LXXVII Jeypore.	Jodhpore section.	Bickaneer section.	XCV Morvi (2′ 6″).	Gwalior Sipri section.	Gwalior-Bhind section.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	2,30,30,382
...	...	...	...	...	...	...	...	...	...	...	...
7,514	1,19,442	14,238	18,979	5,814	3,213	40,303	10,461	18,134	10,766	...	26,14,780
...	63,889	15,127	...	542	...	...	...	1,172	45	...	2,39,121
2,21,412	17,20,590	2,44,962	2,40,675	62,173	67,312	2,43,184	46,361		3,20,465	54,669	
1,87,937	43,51,166	2,29,736	5,06,124	43,314	27,057	29,952	...	6,98,627	41,046	11,257	3,39,91,790
9,356	1,00,446	67,090	18,096	4,654	430	379	...		173	...	
...	11,774	...	...	...	...	...	...	...	...	...	1,76,001
8,34,133	50,49,126	6,81,578	7,93,938	3,13,567	5,303	22,28,089	1,66,965	11,45,988	1,36,086	2,53,502	4,93,48,807
1,11,258	25,98,768	2,24,120	2,01,611	75,589	12,542	30,123	1,254	53,055	9,888	3,390	1,06,40,557
...	...	...	...	...	...	...	...	...	...	...	...
16,825	3,29,325	15,337	18,247	8,826	4,484	11,083	859	14,605	3,255	5,627	14,13,329
...	...	...	...	...	...	...	...	...	...	...	3,618
2,30,427	23,13,317	...	3,90,363	...	...	3,40,385	1,36,000	4,09,226	1,750	333	1,01,53,357
99,548	8,76,984	32,974	95,232	23,752	6,311	38,312	3,454	1,02,847	39,640	33,418	68,04,804
70,792	3,21,719	2,805	34,731	50,358	1,251	53,443	...	45,694	...	...	36,03,518
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	2,262	...	...	...	...	...	*45,470*
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	*25,57,629*
17,89,252	1,78,56,546	15,78,017	23,18,496	5,93,589	1,25,646	30,15,253	4,15,354	24,79,448	5,68,119	3,62,636	13,94,17,465

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1898.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
	Guaranteed.	£	£	£	£	£
XIX	GREAT INDIAN PENINSULA	20,000,000	3,220,900	(a)2,701,450	293,720	26,216,070
XX	BOMBAY, BARODA AND CENTRAL INDIA . .	7,550,300	2,132,400	...	31,051	9,713,751
XXI	MADRAS	10,257,630	998,000	...	12,039	11,267,669
	TOTAL . .	37,807,930	6,351,300	2,701,450	336,810	47,197,490
	State lines leased to companies.					
II	BENGAL CENTRAL	500,000	(b) 500,000	...	...	1,000,000
III and LXXXI	BENGAL-NÁGPUR	3,000,000	1,625,000	...	8,150	4,633,150
	BENGAL-NÁGPUR EXTENSIONS	...	1,375,000	...	10,445	1,385,445
IV	INDIAN MIDLAND	3,000,000	3,154,100	...	6,523	6,160,623
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	147,000	...	...	147,000
XLIV	SOUTHERN MAHRATTA	3,500,000	1,043,100	...	30,957	4,574,057
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) . .	...	...	1,200,000	24,000	1,224,000
XLIX	ASSAM-BENGAL	1,500,000	809,000	...	15,385	2,315,385
L	BURMA	2,000,000	...	...	...	2,000,000
	TOTAL . .	13,500,000	8,644,200	1,200,000	95,460	23,439,660
	Grand Total . .	51,307,930	14,995,500	3,901,450	432,270	70,637,150

(a) This debenture stock was raised at a discount.
(b) Replaced by advances raised under Act 51 Vict., cap. 5.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1898.

Amount raised by the companies and advanced by the Secretary of State in England to the 31st December 1898.					Amount raised in India to the 31st December 1898.		Total amount raised to the 31st December 1898.	Total amount withdrawn to the 31st December 1898.
Share capital.	*Debentures.* Cash received.	*Debenture stock.* Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51 Vict., Cap. 5.	Share capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	3,213,507	(*a*) 2,475,559	218,791	...	496,897	74,929	25,982,786	25,808,632
7,528,628	2,129,080	...	31,051	...	21,672	...	9,710,431	9,951,347
10,257,630	992,219	...	12,039	...	...	...	11,261,888	11,202,080
37,289,361	6,334,806	2,475,559	261,881	...	518,569	74,929	46,955,105	46,962,059
500,000	...	...	...	500,000	...	...	1,000,000	985,581
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(*c*) 7,393,025	7,692,575
...	1,370,625	...	10,445	...	...	...	1,381,070	2,833,612
3,000,000	3,141,600	...	6,523	1,345,000	...	...	7,493,123	7,770,908
...	(*d*)147,000	...	...	...	...	...	(*d*)147,000	(*d*)315,994
3,491,540	1,042,350	...	30,923	2,129,900	8,460	34	(*e*) 6,703,207	(*e*) 6,352,269
...	...	1,200,000	24,000	...	...	...	1,224,000	1,158,591
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,313,135
1,836,462	...	...	...	...	...	...	1,836,462	917,581
13,328,002	8,124,200	1,200,000	95,426	6,734,900	8,460	34	29,491,022	30,640,196
50,617,363	14,459,006	3,675,559	357,307	6,734,900	527,029	74,963	76,446,127	77,602,255

(*c*) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 373,372.
(*d*) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,837. Expenditure in excess of this capital has been, and is being for the present advanced in India.
(*e*) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1888.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1897.	Sums advanced to the companies on the 31st December 1897.	FROM THE 1st Amount In		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
	Guaranteed.					
XIX	GREAT INDIAN PENINSULA	131,334	...	...	250,000	...
XX	BOMBAY, BARODA AND CENTRAL INDIA	...	228,336	...	397,680	...
XXI	MADRAS	126,786	...	...	—*1,068*	...
	TOTAL	258,120	228,336	...	646,612	...
	State lines leased to companies.					
II	BENGAL CENTRAL	64,038	...	...	...	...
III & LXXXI	BENGAL-NÁGPUR	...	262,395	...	...	...
	BENGAL-NÁGPUR EXTENSIONS	...	1,045,073	...	598,000	...
IV	INDIAN MIDLAND	...	313,683	...	150,000	...
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	...	156,834	...	...	...
XLIV	SOUTHERN MAHRATTA*	113,831	...	...	...	...
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	88,388	...	...	...	...
XLIX	ASSAM-BENGAL	247,925	...	...	...	...
L	BURMA	1,227,589	...	...	...	...
	TOTAL	1,741,771	1,777,985	...	748,000	...
	GRAND TOTAL	1,999,891	2,006,321	...	1,394,612	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1898.

JANUARY TO THE 31ST DECEMBER 1898.								
received.				Amount withdrawn.			Total received during the year ended the 31st December 1898.	Total withdrawn during the year ended the 31st December 1898.
England.		*In India.*		*In England.*		*In India.*		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
271	...	...	...	5,21,890	...	—*314,439*	250,271	207,451
1,483	...	...	...	261,178	205,500	—*74,935*	399,163	411,748
...	...	...	...	87,493	...	—*21,583*	—*1,068*	65,910
1,754	...	...	...	870,561	205,500	—*390,957*	648,366	685,104
...	...	...	...	8,332	...	41,287	...	49,619
...	...	...	...	49,463	...	—*12,308*	...	37,155
967	...	...	...	304,800	...	701,636	598,967	1,006,436
848	...	...	...	28,613	...	86,337	150,848	114,950
...	...	...	...	10,741	...	1,419	...	12,160
...	...	...	...	61,865	...	1,028	...	62,893
...	...	...	...	...	...	22,979	...	22,979
...	...	...	...	50,763	...	197,162	...	247,925
...	...	...	...	79,698	...	228,960	...	308,658
1,815	...	...	...	594,275	...	1,268,500	749,815	1,862,775
3,569	...	...	...	1,464,836	205,500	877,543	1,398,181	2,547,879

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1899.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,392	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	890,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,750	477,245
1873-74	1,028,032	—334,979	693,053
1874-75	1,174,893	—86,982	1,087,911
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,786,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	941,781	—506,992	434,789
1881-82	1,041,022	—351,433	689,540
1882-83	1,046,483	—635,610	410,873
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
1887-88	991,936	—343,364	648,572
1888-89	969,816	—350,938	618,878
1889-90	905,798	—565,970	339,828
1890-91	944,842	—475,463	469,379
1891-92	597,117	—551,226	45,891
1892-93	526,181	—455 927	70,254
1893-94	463,481	—394,191	69,290
1894-95	501,142	—183,580	317,562
1895-96	547,844	—229,595	318,249
1896-97	503,873	—242,304	261,569
1897-98	761,944	—362,386	399,558
Total withdrawals to end of 1897-98	63,015,385	42,811,304	105,826,689
Deduct—Withdrawals by the East Indian Railway Company	*12,276,504*	*18,620,297*	*30,896,801*
Withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
Withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
Withdrawals by the South Indian Railway Company	3,631,129	932,278	4,763,407
Total deductions	28,462,566	30,790,486	59,253,052
Net withdrawals to end of 1897-98	34,552,819	12,020,818	46,573,637
Add—Withdrawals during 1898-99 (partly estimated)	1,023,900	—319,500	704,400
Net withdrawals to end of 1898-99	35,576,719	11,701,318	47,278,037

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1899.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
	409,803	973,649	1,383,452
1890-91			
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,312	783,735
1896-97	1,001,428	815,345	1,816,773
1897-98	748,920	1,397,452	2,146,372
Total expenditure to end of 1897-98	9,812,001	19,672,712	29,484,713
1898-99 (Revised estimate)	756,800	1,128,000	1,884,800
TOTAL	10,568,801	20,800,712	31,369,513

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

124436

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction.*

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 29, chap. VIII.)
			Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.						
I	EAST INDIAN	38,64,79,769	2,25,715	1,44,418	9,40,616	1,11,47,343	39,85,67,728
II	BENGAL CENTRAL	1,20,61,688	96,494	82,052	...	2,96,612	1,23,58,300
III	BENGAL-NÁGPUR	9,77,43,455	91,571	82,630	...	21,17,040	9,98,60,495
IV	INDIAN MIDLAND	9,30,71,920	1,27,960	1,13,737	...	13,77,393	9,44,49,313
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,24,365	1,77 297	1,44,191	...	...	23,24,365
VI	GODHRA-RUTLAM-NÁGDÁ	1,76,17,386	1,24,822	1,12,978	...	...	1,76,17,386
VII	WARDHA COAL	49,96,325	1,11,326	98,121	...	...	49,96,325
VIII	DHOND-MANMÁD	1,14,15,327	78,488	71,471	...	7,743	1,14,23,075
IX	BEZWADA EXTENSION (EAST COAST STATE)	15,01,342	72,952	69,700	...	...	15,01,342
X	WASHERMENPET-ENNÚR SECTION (BEZWADA-MADRAS)	5,99,150	70,905	55,891	...	...	5,99,150
	TOTAL	62,78,10,727	1,56,732	1,19,828	9,40,616	1,49,46,136	64,36,97,479
	State lines worked by the State.						
XII	NORTH WESTERN	46,57,25,572	1,65,289	1,27,133	43,82,183	78,15,891	47,79,23,646
XIII	HYDERABAD-SHADIPALLI	18,10,890	30,740	28,183	26,906	...	18,37,796
XIV	OUDH AND ROHILKHAND	11,22,44,707	1,18,058	1,03,243	...	17,13,653	11,39,58,360
XV	EASTERN BENGAL	6,40,93,081	2,43,718	1,26,081	16,52,067	29,56,526	6,87,01,674
XVI	CALCUTTA PORT COMMISSIONERS'	71,28,712	3,36,115	3,08,789	...	...	71,28,712
XVII	EAST COAST	5,52,82,707	1,02,258	88,576	4,86,695	13,17,866	5,70,87,268
XVIII	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS)	1,62 86,000	91,304	79,712	...	8,00,000	1,70,86,000
	TOTAL	72,25,71,669	1,49,979	1,17,023	65,47,851	1,46,03,936	74,37,23,456
	Lines worked by guaranteed companies.						
XIX	GREAT INDIAN PENINSULA	27,60,87,649	2,14,353	1,37,463	...	47,21,366	28,08,09,015
XX	BOMBAY, BARODA AND CENTRAL INDIA (a)	10,55,34,901	2,23,976	1,48,926	...	38,33,649	10,93,68,550
XXI	MADRAS	11,95,62,675	1,42,809	1,16,916	...	23,34,091	12,18,96,766
	TOTAL	50,11,85,225	1,93,648	1,34,016	...	1,08,89,106	51,20,74,331
	Assisted companies.						
XXII	DELHI-UMBALLA-KALKA	(b) 1,53,79,284	94,793	85,459	...	—35,697	1,53,43,587
XXIII	TAKKESSUR	17,77,085	79,941	70,631	...	...	17,77,085
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	2,16,71,805	54,205	50,088	...	1,04,974	2,17,76,279
XXV	TÁPTI VALLEY	16,61,000	46,258	43,333	...	5,64,000	22,25,000
	TOTAL	4,04,88,674	65,285	59,885	...	6,33,277	4,11,21,951
	Carried over	1,89,20,55,295	...	...	74,88,467	4,10,72,455	1,94,06,17,217

(a) Including the Pátri branch, the state outlay (Rs. 8,05,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

(b) Including Rs. 5,76,918 on account of interest on capital during construction. The decrease as compared with the last year's report is due to certain credits.

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	1,89,20,56,295	...	...	74,88,467	4,10,72,455	1,94,06,17,217
	STANDARD GAUGE—*concld.*						
	Lines owned by native states and worked by companies.						
XXVIII	KHÁMGAON	5,22,150	69,159	62,013	...	...	5,22,150
XXIX	AMRÁOTI	4,48,112	82,374	72,510	...	6,387	4,54,499
XXX	BÍNA-GOONA	49,26,209	68,668	63,935	...	...	49,26,209
XXXI	BHOPAL-UJJAIN	75,25,789	66,823	61,839	...	...	75,85,789
XXXII	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	50,00,000	1,12,918	94,340	...	...	50,00,000
XXXIII	THE NIZAM'S GUARANTEED STATE	4,05,17,380	1,22,732	1,09,613	...	5,37,069	4,10,54,449
XXXIV	NÁGDÁ-UJJAIN	22,31,596 (a)	65,023	63,075	...	...	22,81,596 (a)
XXXV	THE GAEKWAR'S PETLÁD	7,37,433	55,238	48,772	...	11,614	7,49,047
XXXVI	KOLAR GOLD-FIELDS	7,40,183	74,018	53,443	...	69,355	8,09,538
	TOTAL	6,27,08 852	99,486	89,418	...	6,24,425	6,33,33,277
	Lines owned by native states and worked by state railway agency.						
XXXVII	RÁJPURA-BHÁTINDA	67,04,520 (a)	62,114	54,148	...	...	67,04,520 (a)
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	9,62,846	60,480	46,945	...	...	9,62,846
	TOTAL	76,67,366	61,903	53,724	...	...	76,67,366
	TOTAL STANDARD GAUGE	1,96,24,32,513	1,53,484	1,17,684	74,88,467	4,16,96,880	2,01,16,17,860
	METRE GAUGE.						
	State lines worked by companies.						
XL	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	2,60,68,518 (b)	76,268	66,211	5,45,095	4,20,220	2,70,33,833 (b)
	COMPANY'S SECTION	3,74,83,809	63,938	55,990	15,40,061	9,97,990	4,00,21,860
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	91,75,612 (c)	39,692	34,949	...	3,14,864	94,90,476 (c)
XLII	RAJPUTANA-MALWA	12,95,71,818	77,405	67,239	...	31,85,526	13,27,57,344
XLIII	PÁLANPUR-DEESA	4,18,264	24,205	22,524	...	...	4,18,264
XLIV	SOUTHERN MAHRATTA	9,59,31,462 (a)	92,061	82,801	...	15,36,089	9,74,67,551 (a)
XLV	GUNTAKAL-MYSORE FRONTIER	58,98,866	49,363	45,931	...	...	58,98,866
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	1,50,70,980 (d)	50,915	46,484	...	4,36,338	1,55,07,318 (d)
XLVII	SOUTH INDIAN	7,21,86,970	70,919	62,732	...	23,34,903	7,45,21,873
XLVIII	MÁYAVARAM-MUTUPET	24,94,905	46,211	41,847	...	...	24,94,905
XLIX	ASSAM-BENGAL	4,18,73,324	1,10,411	99,599	...	24,54,000	4,43,27,324
L	BURMA	7,63,36,906	81,545	70,226	6,90,882	16,30,400	7,86,58,188
	TOTAL	51,25,11,434	76,549	67,423	27,76,038	1,33,10 330	52,85,97,802
	Carried over	51,25,11,434	...	...	27,76,038	1,33,10,030	52,85,97,802

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Including interest on capital during construction (Rs. 10,00,014).
(c) Including interest on capital during construction (Rs. 41,029).
(d) Decrease due to the transfer of the Nellore-Gudur section to the Ennúr-Beswada section (Beswada-Madras).

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase on outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction*—contd.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	51,25,11,434	...	...	27,76,038	1,33,10,330	52,85,97,802
	METRE GAUGE—*concld.*						
	State lines worked by the State.						
LI	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2' 6" gauge, branch)	4,05,95,844	84,845	72,420	10,04,852	...	4,16,00,696
	DACCA SECTION	67,68,524	78,777	67,275	...	...	67,68,524
LII	CAWNPORE-BURHWAL (metre gauge link)	24,00,107	30,152	27,918	...	...	24,00,107
	TOTAL	4,97,64,475	77,275	66,607	10,04,852	...	5,07,69,327
	Assisted companies.						
LIV	DEOGHUR	2,86,180	59,745	52,898	...	2,273	2,88,453
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information	not received		...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	21,33,173	39,562	36,458	...	2,105	21,35,278
LIX	BENGAL-DOOARS	24,59,470 (*a*)	67,563	56,371	1,29,559	79,021	26,68,050 (*a*)
LX	DIBRU-SADIYA	72,68,614	93,788	83,394	21,189	1,50,678	74,40,481
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY	12,00,698	1,60,093	1,50,087	...	...	12,00,698
LXII	AHMEDABAD-PARÁNTÍJ	19,19,928	35,170	31,356	...	23,043	19,42,971
	TOTAL	1,52,68,063	65,054	57,847	1,50,748	2,57,120	1,56,75,931
	Lines owned by native states and worked by companies.						
LXIV	THE GAEKWAR'S MEHSÁNA	32,32,212	35,434	31,451	...	...	32,32,212
LXV	KOLHÁPUR	23,24,807 (*b*)	79,973	75,554	...	...	23,24,807 (*b*)
LXVI	YESVANTPUR-MYSORE FRONTIER	24,03,228	46,801	43,759	...	95,089	24,98,317
LXVII	MYSORE-NANJANGÚD	6,19,280	40,609	37,900	...	24,541	6,43,821
	TOTAL	86,29,527	45,829	41,812	...	1,19,630	87,49,157
	Lines owned and worked by native states.						
LXXI	JODHPORE-BICKANEER—						
	JODHPORE SECTION	70,70,341	22,060	21,425	...	...	70,70,341
	BICKANEER SECTION	18,98,798	22,208	21,701	...	...	18,98,798
LXXII	OODEYPORE-CHITOR	16,12,064	26,501 (*c*)	24,724 (*c*)	...	28,407	16,40,471
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	1,75,34,827	53,302	47,896	...	3,21,719	1,78,56,546
LXXIV	JETALSAR-RÁJKOT	15,75,212	34,073 (*d*)	31,466 (*d*)	...	2,805	15,78,017
LXXV	JÁMNAGAR	22,83,765	45,412	42,928	...	34,731	23,18,496
LXXVI	DHRÁNGADRA	5,43,231	26,079	24,273	...	50,358	5,93,589
	TOTAL	3,25,18,238	35,611	33,371	...	4,38,020	3,29,56,258
	Foreign lines.						
LXXVIII	WEST OF INDIA PORTUGUESE	1,35,77,363	2,65,650	2,15,651	25,29,413 (*e*)	1,90,672 (*b*)	1,62,97,448 (*b*)
LXXIX	PONDICHERRY	5,68,543	72,890	57,140	...	...	5,68,543
LXXX	KÁRAIKKAL-PERALAM	7,21,658	49,942	43,526	...	7	7,21,665
	TOTAL	1,48,67,564	2,02,666	1,66,137	25,29,413	1,90,679	1,75,87,656
	TOTAL METRE GAUGE	63,35,59,301	(*f*)72,417	(*g*) 64,107	64,61,051	1,43,15,779	65,43,36,131

(*a*) Including interest on capital during construction (Rs. 37,877).
(*b*) The decrease as compared with the last year's report is due to certain credits.
(*c*) Calculated on the cost and mileage of the home line, excluding dock sidings and quarry lines maintained by the States themselves, *viz.*, 323·97 miles and 366·10 miles respectively.
(*d*) Calculated on 50·29 and 53·20 miles, respectively, which exclude the mileage of the dock estate constructed and maintained by the state itself.
(*e*) Expenditure on harbour works at Mormugao.
(*f*) Calculated on 8,743·73 miles } See notes (*c*) and (*d*) above.
(*g*) Calculated on 9,882·88 miles. }

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*concld.*

Capital outlay on open lines of railway on the 31st December 1898 and the average cost per mile, excluding branches and extensions of the open system still under construction*—concld.

Classification No.	RAILWAY.	Capital outlay on open line to the 31st December 1898 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1898.	Amount at debit of suspense (open line) on the 31st December 1898.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
			Per mile open.	Per mile of single track, including sidings.			
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	SPECIAL GAUGES.						
	State line worked by the State.						
LXXXII	JORHÁT (2′ 0″)	8,71,386	30,575	28,759	...	38,059	9,09,445
	Assisted companies.						
LXXXIII	DARJEELING-HIMALAYAN (2′ 0″)	32,16,284	63,064	59,560	...	1,49,709	33,65,993
LXXXIV	BÁRSI LIGHT (2′ 6″)	13,38,641	62,003	53,956	...	13,697	13,52,338
LXXXV	HOWRAH-AMTA (2′ 0″)	11,30,475	39,499	37,859	...	...	11,30,475
LXXXVI	HOWRAH-SHEAKHALLA (2′ 0″)	6,09,398	28,182	27,550	...	...	6,09,398
LXXXVII	TARAKESHWAR-MAGRA (2′ 6″)	9,38,579	30,160	28,633	...	6,049	9,44,628
LXXXVIII	TEZPUR-BALIPARA (2′ 6″)	4,56,927	22,846	21,706	...	...	4,56,927
	Lines owned by native states and worked by companies.						
XCI	THE GAEKWAR'S DABHOI (2′ 6″)	20,70,662	26,277	24,563	...	30,684	21,01,346
XCII	RAJPIPLA (2′ 6″)	8,36,437	43,954	39,343	...	3	8,36,440
	Line owned by native state and worked by state railway agency.						
XCIV	COOCH BEHAR (2′ 6″)	7,75,925	34,920	31,696	3,618	24,885	8,04,428
	Line owned and worked by native state.						
XCVI	MORVI (2′ 6″)	24,33,754	25,792	24,743	...	45,694	24,79,448
	TOTAL SPECIAL GAUGES	1,46,78,468	35,212	33,110	3,618	3,08,780	1,49,90,866
	TOTAL OF ALL RAILWAYS	2,61,06,70,282	(*a*) 1,18,929	(*b*) 96,686	1,39,53,136	5,63,21,439	2,68,09,44,857

(*a*) Calculated on 21,951·52 miles
(*b*) Calculated on 27,001·59 miles
} See notes (*c*) and (*d*) on page *ante*.

* *N.B.*—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, *plus* the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of working of all railways during 1897 and 1898 are compared in statement No. 25.

Mean mileage worked and capital outlay.

2. The total mean length of all railways worked during 1898 was 21,476 miles as compared with 20,531 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1898, amounted to Rs. 2,68,09,44,857 against Rs. 2,59,57,39,008 at the end of the previous year.

Gross earnings.

3. The gross earnings from all sources showed an increase of 7·09 per cent. The earnings under coaching fell from Rs. 8,85,88,748 in 1897 to Rs. 8,68,92,203 in 1898, while those under goods rose from Rs. 15,87,58,826 to Rs. 17,88,64,829. The earnings from steam-boat service and miscellaneous sources decreased from Rs. 86,04,118 to Rs. 83,44,424.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs 244·67 against Rs. 237·97 in 1897.

Coaching traffic.

4. The total number of passengers booked showed an increase of 0·87 per cent. as compared with the number booked in 1897. The passenger earnings decreased by 0·45 per cent., with a decrease in the passenger unit-mileage of 1·85 per cent. The number of passengers carried one mile per mean mile worked was 273,100 as compared with 288,879 in 1897. Of the total number carried, the lower classes contributed 97·12 per cent., the second class 2·45 per cent., and the first class 0·43 per cent. only.

The average distance travelled by each first class passenger was 74·55 miles against 75·59 miles in the previous year, and the average fare was pies 12·40 against pies 12·29 per mile. In the second class, the average distance travelled was 48·24 miles against 50·25 miles, and the average fare 4·92 pies against 4·87 pies per mile; while in the lower classes, the average distance travelled was 38·17 miles against 38·87 miles, and the average fare 2·32 pies against 2·35 pies per mile.

Under other coaching traffic, there was a decrease of Rs. 13,34,851 or 10·79 per cent.

The decrease under coaching traffic in 1898 was chiefly due to the prevalence of the plague; and that under other coaching traffic to the abnormal receipts in 1897 on account of the North West Frontier expedition.

Goods traffic.

5. The total tonnage of goods lifted showed an increase of 7·87 per cent. as compared with the tonnage lifted in 1897. The total ton-mileage increased 19·10 per cent. and the earnings 12·66 per cent. The number of tons of goods carried one mile per mean mile worked was 268,644 as compared with 234,468 in 1897.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general," mainly under cotton, grain and pulse and oil-seeds, owing to better crops.

Working expenses.

6. The working expenses increased in 1898 to Rs. 13,06,43,525 from Rs. 12,51,11,631 in 1897. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of rolling-stock during the year. The percentage of total working expenses on gross earnings was 47·57 as compared with 48·88 in 1897.

Net earnings and statistical return on capital.

7. The net earnings derived from all railways amounted to Rs. 14,39,98,824 as compared with Rs. 13,08,40,061 in 1897, giving a return of 5·37 per cent., against 5·04 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

* The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1897-98 and in the present report.

Average earnings of the principal railways per mean mile worked per week in five-yearly periods.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 to 1898 are given in the following table:

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.	1898. (a)
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.											
I	EAST INDIAN	236	255	384	388	514	573	549	594	597	649	658
II	BENGAL CENTRAL (b)	...	...	...	...	...	89	103	127	141	175	158
III	BENGAL-NÁGPUR	...	...	...	...	51	156	127	143	142	138	143
IV	INDIAN MIDLAND (c)	...	...	...	...	52	90	97	129	119	131	134
	State lines worked by the State.											
XII	NORTH WESTERN	...	124	123	147	224	228	216	245	220	225	255
XIV	OUDH AND ROHILKHAND	...	...	103	76	149	181	196	245	209	185	194
XV	EASTERN BENGAL	...	154	250	312	434	436	503	576	675	678	645
XVII	EAST COAST	...	...	...	...	...	...	...	85	94	100	95
	Lines worked by guaranteed companies.											
XIX	GREAT INDIAN PENINSULA (c)	157	236	340	208	456	457	508	503	444	367	450
XX	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	676	595	662
XXI	MADRAS (c)	105	118	160	143	164	155	198	234	249	263	246
	Line owned by native state and worked by company.											
XXXIII	THE NIZAM'S GUARANTEED STATE (c)	...	...	...	79	114	145	131	160	187	205	221
	METRE GAUGE.											
	State lines worked by companies.											
XL	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	...	...	...	40	98	103	126	138	161	159	157
	COMPANY'S SECTION	...	...	...	...	...	66	100	115	113	105	112
XLII	RAJPUTANA-MALWA	...	...	...	86	130	174	210	264	227	212	241
XLIV	SOUTHERN MAHRATTA (c)	...	...	...	...	...	60	87	95	113	116	89
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	...	...	...	...	...	63	73				
XLVII	SOUTH INDIAN (d)	...	71	89	98	104	118	156	151	165	169	156
XLIX	ASSAM-BENGAL	...	...	...	...	...	...	...	64	72	63	86
L	BURMA (c)	...	...	...	...	117	173	176	180	167	188	184
	State line worked by the State.											
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch)	...	...	...	...	95	130	162	184	212	195	201
	DACCA SECTION	...	...	...	...	...	47	73	101	115	114	129
	Assisted company.											
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c)	...	...	...	...	...	57	69	83	86	86	104
	Lines owned and worked by native states.											
LXXI	JODHPORE-BICKANEER— JODHPORE SECTION	...	...	...	...	...	48	57	63	70	67	73
	BICKANEER SECTION	...	...	...	...	...	...	...	35	53	52	39
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (c)	...	...	...	...	...	92	97	101	110	(f) 103	86

(a) See also statements Nos. 26 and 36.
(b) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.
(c) Including branch lines worked.
(d) Including the Pondicherry railway.
(e) The working of this line was transferred to acompany from the 1st September 1896.
(f) Excluding the Jámnagar railway.

Net earnings and percentage on capital outlay on the standard and metre gauge railways.

9. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX, were as follows:

On "State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 4,86,86,503, giving a return of 7·37 per cent. on a total capital outlay* of Rs. 66,06,10,327; and on the metre gauge to Rs. 2,56,15,568, giving a return of 4·88 per cent. on a total capital outlay* of Rs. 52,51,42,814.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,98,21,806† or 3·99† per cent. on a total capital outlay* of Rs. 74,70,86,410,† and on the metre gauge Rs. 32,87,912, or 6·80 per cent. on a total capital outlay* of Rs. 4,83,69,220.‡

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,84,71,988, giving a return of 5·54 per cent. on a total capital outlay* of Rs. 51,34,83,019.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 16,66,275, being at the rate of 4·05 per cent. on a total capital outlay* of Rs. 4,11,21,951, and on the metre gauge Rs. 12,14,273, being at the rate of 4·82 per cent. on a total capital outlay* of Rs. 2,51,66,407.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 27,53,930, giving a return of 5·33 per cent. on a total capital outlay* of Rs. 5,17,16,260, and on the metre gauge to Rs. 18,95,724, giving a return of 5·25 per cent. on a total capital outlay* of Rs. 3,62,38,470.

* The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

† Including the Jammu and Kashmir railway (Native state section).

‡ Excluding the Cawnpore-Burhwal railway (metre gauge link).

10. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, *including steam-boat service and suspense accounts*, during the last five years.

Net earnings and percentage on capital outlay on the principal railways during the last five years.

These results which are the best obtainable for purposes of comparison from a *statistical* point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (*vide* statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT No. 24.

Classification No.	Railway.	1894.		1895.		1896.		1897.		1898.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings. (see also statements Nos. 36 and 39).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,64,26,406	9·72	3,73,16,417	9·80	3,67,78,633	9·56	4,14,93,461	10·59	4,08,07,270	10·24
II	BENGAL CENTRAL (a)	3,20,493	3·16	3,98,309	3·92	3,46,732	3·20	4,89,636	4·17	3,68,007	2·91
III	BENGAL-NAGPUR	32,58,414	3·32	35,41,443	3·59	29,27,869	2·95	29,79,559	2·99	33,63,854	3·37
IV	INDIAN MIDLAND	24,08,395	2·53	18,23,669	1·87	24,48,794	2·27	28,38,159	2·61	30,36,193	2·66
	State lines worked by the State.										
XII	NORTH WESTERN	1,28,25,181	3·02	1,64,46,997	3·86	1,18,36,409	2·25	1,50,11,817	3·19	1,35,95,794	3·89
XIV	OUDH AND ROHILKHAND	57,36,139	5·58	52,55,948	5·01	43,50,907	4·11	36,96,778	3·43	53,07,727	4·56
XV	EASTERN BENGAL	49,95,544	8·36	55,01,903	9·03	52,99,143	8·37	47,82,119	7·10	50,47,154	7·35
XVI	EAST COAST	1,50,921	0·45	3,29,185	0·70	5,29,705	0·97	8,68,970	1·05	6,51,393	1·14
	Lines worked by guaranteed companies.										
XIX	GREAT INDIAN PENINSULA	1,62,56,583	5·82	1,47,38,422	5·27	1,54,20,597	5·51	93,94,397	3·37	1,41,27,268	5·04
XX	BOMBAY, BARODA AND CENTRAL INDIA	1,00,70,974	10·22	1,09,37,063	10·87	89,00,862	8·63	64,70,202	6·09	87,42,205	8·05
XXI	MADRAS	49,77,136	4·11	59,45,110	4·89	54,58,773	4·46	61,15,973	4·98	56,02,515	4·54
	Line owned by native state and worked by company.										
XXXIII	THE NIZAM'S GUARANTEED STATE	16,22,028	4·03	15,77,150	3·88	17,28,195	4·23	19,38,769	4·73	22,74,580	5·54
	METRE GAUGE.										
	State lines worked by companies.										
XL	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION, COMPANY'S SECTION.	32,36,188	6·03	32,57,825	5·96	32,42,246	5·90	33,69,653	5·95	36,67,472	5·47
XLII	RAJPUTANA-MALWA	1,53,54,164	11·65	1,39,95,262	10·54	1,09,76,727	8·26	98,64,421	7·47	1,19,99,627	9·04
XLIV	SOUTHERN MAHRATTA	27,37,595	2·26	35,40,902	2·91	39,68,777	3·24	40,42,622	3·28	21,39,061	1·72
XLVII	SOUTH INDIAN	33,10,987	4·30	39,34,006	5·09	40,53,149	5·24	43,31,683	5·61	38,66,743	5·15
XLI	ASSAM-BENGAL	...	...	—8,047	...	33,239	0·13	72,214	0·29	54,552	0·13
L	BURMA (b)	23,23,328	3·58	27,02,356	3·70	29,85,751	3·87	38,82,675	4·97	37,88,523	4·82
	State line worked by the State.										
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2' 6" gauge, branch)	31,29,674	7·88	32,11,546	8·03	34,64,021	8·63	30,59,717	7·48	30,08,848	7·23
	DACCA SECTION	2,28,341	3·41	2,61,025	3·88	2,39,122	3·55	2,25,157	3·34	2,79,064	4·12
	Assisted company.										
LVII	ROHILKUND AND KUMAON (Company's section)	6,12,494	5·74	4,67,663	4·33	4,55,500	4·15	5,08,095	4·45	7,20,985	6·26
	Lines owned and worked by native states.										
LXXI	JODHPORE-BICKANEER— JODHPORE SECTION	6,69,373	10·38	5,69,246	8·35	7,38,273	11·44	7,44,799	11·52	7,30,957	10·34
	BICKANEER SECTION	40,477	4·17	45,096	4·65	75,382	7·75	65,504	6·73	77,617	4·09
LXXIII	BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR	8,52,487	4·52	8,98,666	4·70	10,73,513	5·62	9,03,301	4·77	8,28,236	3·71

(a) The working of this line was taken over by the Bengal Central Railway Company from the 1st January 1897.
(b) The working of this line was transferred to a company from the 1st September 1896.
N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

Results of working the guaranteed railways.

11. Particulars relating to guaranteed railway transactions are given in statements Nos. 27 to 30 Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29) to have returned a net revenue of £2,624,614. The guaranteed interest is £2,169,926, and the net earnings are shown to be in excess of the guaranteed interest by £454,688. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1898, are given in statement No. 30. This statement also shows the sterling dividends earned by the companies.

Financial results of working State lines by State agency, excluding non-commercial sections.

12. The financial results of the State lines worked by State agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar and Khusálgarh branches of the North Western State railway which were constructed for military purposes only) for 1897 and 1898, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1897-98 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in chapter VII, statement No. 17.
	1897.					
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North Western	1,867·74	2,94,07,459	1,46,24,965	1,47,82,494	49·73	4·17
Hyderabad Shadipalli	58·91	2,05,182	1,45,769	59,413	71·04	3·23
Oudh and Rohilkhand (*a*)	878·09	85,15,855	48,19,077	36,96,778	56·59	2·95
Eastern Bengal	252·62	89,35,389	41,53,270	47,82,119	46·48	6·26
East Coast	(*b*) 534·03	28,57,288	19,88,318	8,68,970	69·59	1·51
METRE GAUGE.						
Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	478·20	53,16,051	22,56,334	30,59,717	42·44	7·47
Dacca section	85·92	5,10,793	2,85,636	2,25,157	55·92	3·34
TOTAL	4,155·51	5,57,48,017	2,82,73,869	2,74,74,648	50·72	4·14
	1898.					
STANDARD GAUGE.						
North Western	1,871·76	3,44,54,844	1,58,40,916	1,86,13,928	45·98	5·20
Hyderabad Shadipalli	58·91	2,22,647	1,52,488	70,159	68·49	3·47
Oudh and Rohilkhand (*a*)	977·72	98,51 599	45,43,871	53,07,728	46·12	4·17
Eastern Bengal	257·96	86,81,283	36,34,130	50,47,153	41·86	6·44
East Coast	(*b*) 546·07	27,66,678	21,15,284	6,51,394	76·46	0·80
METRE GAUGE.						
Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	478·47	54,59,103	24,50,255	30,08,848	44·88	7·18
Dacca section	85·92	5,77,493	2,98,429	2,79,064	51·68	4·12
TOTAL	4,276·81	6,20,13,647	2,90,35,373	3,29,78,274	46·82	4·74

(*a*) Including the Cawnpore-Burhwal railway (metre gauge link).

(*b*) Including 2·66 miles (laid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

13. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1897 and 1898 :

Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway.

	1897.			1898.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay * . Rs.	35,43,97,232	15,56,50,226	51,00,47,458	35,81,96,143	15,76,36,948	51,58,33,091
Mean mileage worked . Miles	1,867·74	929·46	2,797·20	1,871·76	955·01	2,826·77
Train-mileage . . Miles	7,509,332	1,253,403	8,762,735	8,513,225	1,231,145	9,744,370
Gross earnings . . . Rs.	2,94,07,459	34,95,989	3,29,03,448	3,44,54,844	31,47,068	3,76,01,912
Working expenses . . Rs.	1,46,24,965	32,78,006	1,79,02,971	1,58,40,916	31,86,635	1,90,27,551
Net earnings . Rs.	1,47,82,494	2,17,983	1,50,00,477	1,86,13,928	—39,567	1,85,74,361
Percentage of working expenses on gross earnings.	49·73	93·76	54·41	45·98	101·26	50·60
Percentage of net earnings on total capital outlay.	4·17	0·14	2·94	5·20	...	3·60

* As shown in chapter VII, statement No. 17.

Capital expenditure and general results of working of all railways.

14. Including steam-boat service, and the capital* expenditure onsuspense accounts, the total general results of working of all railways during 1898 were as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at the end of the year .	Miles	12,865·53	8,677·99	416·86	21,960·38
Mileage of single track, including sidings	,,	16,761·36	9,810·99	443·32	27,015·67
Mean mileage worked during the year .	,,	12,526·30	8,539·91	409·43	21,475·64
Total capital outlay on open lines † .	Rs.	2,01,40,17,967	65,19,86,024	1,49,90,866	2,68,09,44,857
Average cost per mile open‡ . . .	,,	1,52,721	72,805	35,212	1,18,929
Average cost per mile of single track, including sidings.‡	,,	1,17,324	64,424	33,110	96,686
Gross earnings	,,	20,59,41,416	6,66,35,828	20,65,105	27,46,42,349
Working expenses	,,	9,45,40,914	3,47,24,641	13,77,970	13,06,43,525
Percentage of working expenses on gross earnings		45·91	52·11	66·73	47·57
Net earnings	,,	11,14,00,502	3,19,11,187	6,87,135	14,39,98,824
Percentage of net earnings on total capital cost of open line.		5·53	4·89	4·58	5·37

Statistical results of working the principal standard and metre gauge railways.

15. From statement No. 26, which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1898 the average gross earnings per total train-mile were Rs. 4·11 on the standard gauge and Rs. 3·10 on the metre gauge, the highest on the standard gauge being Rs. 6·49 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·72, on the Bengal Central railway. The highest on the metre gauge was Rs. 3·67 on the Rajputana-Malwa railway and the lowest, Rs. 2·38, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 31·76 on the East Indian railway to 76·46 on the East Coast State railway, and on the metre gauge from 40·22 on the Jodhpore section of the Jodhpore-Bickaneer railway to 95·83§ on the Assam-Bengal railway, the average of the standard gauge lines being 45·83, and of the metre gauge, 51·56.

The average working expenses per total train-mile were Rs. 1·88 on the standard gauge and Rs. 1·60 on the metre gauge, the highest being Rs. 2·91 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·70§ on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2·87 on the standard gauge and Rs. 2·80 on the metre gauge, the highest on the standard gauge being Rs. 3·75 on the Nizam's Guaranteed State railway, and the lowest, Rs. 1·68, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 4·85 on the Assam-Bengal railway, and the lowest, Rs. 1·76, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The average number of passengers carried in a passenger train was 185·49 on the standard gauge and 210·51 on the metre gauge, the highest on the standard gauge being 260·00 on the Nizam's Guaranteed State railway, and the lowest, 106·90, on the Great Indian Peninsula railway. The highest on the metre gauge was 277·90 on the Assam Bengal railway, and the lowest, 140·08, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·70 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·81 pie on the Bengal and North-Western and Rajputana-Malwa railways, the average receipts per passenger on these lines being 2·10 pies and 2·12 pies, respectively.

* Including Cawnpore-Burhwal railway (metre gauge)
† The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).
‡ Excluding steam-boat and suspense.
§ See foot note (*g*) in the last page of statement No. 26.

The average distance travelled by passengers was on the standard gauge 40·68 miles and on the metre gauge, 36·80 miles.

The average goods earnings per goods train-mile were Rs. 4·80 on the standard gauge and Rs. 3·11 on the metre gauge, the highest on the standard gauge being Rs. 8·72 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 1·81, on the Bengal Central railway. The highest on the metre gauge was Rs. 3·94 on the Rajputana-Malwa railway, and the lowest, Rs. 1·72,* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·52 pies on the East Indian railway, standard gauge, and 2·35 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·58 pies and 5·55 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 181·07 miles and on the metre gauge, 125·09 miles.

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* See note (g) in the last page of statement No. 26.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	DETAILS.		Previous year. Standard gauge.*	Previous year. Metre gauge.	Previous year. Special gauges.	1898 Standard gauge.*	1898 Metre gauge.‡
1	Open mileage on the 31st December	Miles	12,241·74	8,447 65	293·56	12,865·53	8,677·29
2	Mean mileage worked during the year	Miles	11,918·52	8,333·37	278·97	12,526·30	8,539·91
3	Capital outlay on open lines, including steam-boat service and suspense accounts †	Rs.	1,95,70,95,334	62,88,71,666	1,02.72,008	2,01,40,17,667	65,19,36,024
4	Number of passengers booked	No.	94,897,070	(*b*) 55,478,448	888,298	97,239,429	53,134,685
5	Number of passengers booked per mean mile worked	No	7,962	(*b*) 6,657	3,134	7,768	6,227
6	Tonnage of goods booked	Tons.	25,323,867	(*b*) 8,207,721	167,529	26,974,285	9,147,550
7	Tonnage of goods booked per mean mile worked	Tons	2,125	(*b*) 985	601	2,153	1,071
8	Passenger unit-miles and average distance travelled— 1st class — Unit-miles		97,500,420	(*b*) 8,473,537	(*d*) 321,460	39,922,441	8,724,824
	1st class — Av. distance		80·10	(*b*) 61·69	(*d*) 46·58	78·89	61·12
	2nd class — Unit-miles		140,256,711	(*b*) 35,663,940	(*d*) 697,854	148,477,248	31,142,373
	2nd class — Av. distance		51·55	(*b*) 45·80	(*d*) 47·16	48·37	47·63
	Intermediate or 3rd and 4th or lowest classes. — Unit-miles		3,744,183,423	(*b*) 1,940,480,532	(*d*) 15,696,643	3,712,566,364	1,860,541,664
	Intermediate or 3rd and 4th or lowest classes. — Av. distance		40·83	(*b*) 35·57	(*d*) 38·53	39·63	35·55
	TOTAL — Unit-miles		3,921,890,554	(*b*) 1,985,118,059	(*e*) 23,938,362	3,900,966,053	1,900,408,861
	TOTAL — Av. distance		41 33	(*b*) 35·78	(*e*) 28·81	40·12	35·77
9	Passenger unit-miles per mean mile worked	Miles	329,059	(*b*) 238,213	(*e*) 94,869	311,634	222,728
10	Ton-mileage and average lead of goods — Ton-miles		3,842,273,077	(*b*) 966,119,061	5,444,529	4,674,224,162	1,053,654,041
10	Ton-mileage and average lead of goods — Av. lead		151·72	(*b*) 117·71	32 50	177·98	(*g*) 117·88
11	Ton-mileage per mean mile worked	Tons	322,378	(*b*) 115,934	19,517	373,407	(*g*) 123,488
12	Train-miles	Miles	(*a*) 47,231,747	21,671,757	492,662	(*a*) 50,273,825	21,442,751
13	Train-miles per mean mile worked	Mile	(*a*) 3,966	2,601	1,766	(*a*) 4,016	2,511
	Gross earnings —						
14	Coaching — Passengers	Rs.	5,15,53,362	2,40,49,540	(*f*) 5,91,742	5,19,03,165	2,30,44,546
	Coaching — Other coaching traffic	Rs.	99.20 224	23,54,140	97,644	85,82,608	23,20,048
	TOTAL	Rs.	6,14,73,526	(*c*) 2,64,25,836	6,89,286	6,04,55,773	2,53,64,594
15	Goods	Rs.	12,18,99,478	3,60,58,010	8,01,338	13,92,95,183	3,85,78,231
16	Steam-boat, telegraph and miscellaneous	Rs	57 04,905	28,31,138	68,075	61,60,460	26,98,603
	TOTAL GROSS EARNINGS	Rs.	18,90,77,909	6,53,14,984	15,58,799	20,59,41,416	6,66,35,428
17	**Gross earnings per mean mile worked per week, excluding steam-boat**	Rs.	**303·83**	**148·14**	**107·46**	**315·62**	**147·67**
	Working expenses—						
18	Maintenance	Rs.	2,40,77,841	81,00,328	2,08,081	2,25,29,496	85,83,537
19	Locomotive	Rs.	2,96 35,279	1,05,86,785	2,88,344	3,18,85,258	1,06,75,583
20	Carriage and wagon	Rs	86,75,803	27,19,421	94,261	1,03,56,358	28,90,081
21	Traffic	Rs.	1,50,25,343	58,76,720	1,60,500	1,58,21,810	60,06,881
22	General	Rs.	83.82,240	47,62,817	1,39,282	85,25,479	48,94,280
23	Steam-boat, special and miscellaneous, and rent of leased lines	Rs.	39,49,522	12,67,249	22,718	43,37,432	13,95,220
24	Contribution to Provident Fund	Rs.	8,67,868	2,64,433	7,296	10,94,081	2,79,059
	TOTAL WORKING EXPENSES	Rs.	9,06,13,396	3,35,77,753	9,20,482	9,45,40,914	3,47,24,641
25	**Percentage of working expenses on gross earnings**	Per cent.	**47·92**	**51·41**	**59·05**	**45·91**	**52·11**
26	Net earnings	Rs.	9,84,64,513	3,17,37,231	6,38,317	11,14,00,502	3,19 11,187
27	**Percentage of net earnings on total capital outlay † on open line, including suspense**	Per cent.	**5·03**	**5·05**	**6 23**	**5·53**	**4·89**

* Including the Cawnpore-Burhwal railway (metre gauge link).
† The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1897-98 and in the present report.
‡ Excluding the Mymensingh-Jamalpur-Jagannathganj railway.

No. 25.

with the 31st December 1897 and the 31st December 1898.

Total on all gauges.			Percentage of increase or decrease.			
Special gauges.	Previous year.	1898.	Increase or decrease in 1898.	Increase.	Decrease.	Progressive No.	Remarks.
416·86	20,982·95	21,960·38	977·43	4·66	...	1	See also statement No. 32, chapter IX.
409·43	20,530·86	21,475·64	944·78	4·60	...	2	
1,49,90,866	2,59,57,39,008	2,68,09,44,857	8,52,05,849	3·28	...	3	See also statement No. 22, chapter VII.
2,210,207	(b) 151,263,816	152,584,321	1,320,505	0·87	...	4	See also statement No. 33, chapter IX.
5,398	(b)7,368	7,110	—258	...	3·50	5	
229,065	(b) 33,698,617	36,350,900	2,652,283	7·87	...	6	See also statement No. 34, chapter IX.
559	(b) 1,641	1,698	52	3·17	...	7	(a) Excluding the Calcutta Port Commissioners' railway.
(h) 318,944	(b) & (d) 46,295,467	(b) 48,966,209	2,670,742	5·77	...		(b) Excluding the figures for the Jámnagar railway for the first-half of 1897.
(h) 45·50	(b) & (f) 75·59	(h) 74·67	—0·92	...	1·22		(c) Including Rs. 22,156 for the Jámnagar railway for the first-half of 1897, for which details are not furnished.
(h) 1,055,472	(b) & (d) 176,918,505	h) 180,675,093	3,756,588	2·12	...		(d) Excluding the figures for the Jorhát-Gaekwar's Dabhoi, and Rajpipla railways.
(h) 44·99	(b) & (d) 50 25	(h) 48·22	—2·03	...	4·04		
(h) 13,558,651	(b) & (d) 5,700,810,598	(k) 5,586,666,679	—114,143,919	...	2·00	8	See also statement No. 35, chapter IX.
(h) 35·75	(b) & (d) 38·87	(h) 38·17	—0·70	...	1·80		(e) Excluding the Jorhát railway. Information not received.
	(b) & (e)	(i)					(f) Including other coaching traffic of the Jorhát railway.
(i) 19,891,795	5,930,946,976	5,821,266,709	—109,680,267	...	1·85		(g) Excluding the Lédo and Tikak-Marcherita colliery railway.
(i) 28·52	(b) & (e) 39·22	(i) 38·53	—0·69	...	1·76		(h) Excluding the Jorhát, Bársi Light, Howrah-Amta, Howrah-Sheakhalla, Tarakeshwar-Magra, Tezpur-Balipara, Gaekwar's Dabhoi and Rajpipla railways.
(i) 74,973	(b)&(e) 288,879	(i) 273,100	—15,779	...	5·46	9	(i) Excluding the Jorhát, Bársi Light-Howrah Amta, Howrah-Sheakhalla, Tarakeshwar-Magra, and Tezpur-Balipára railways.
(j) 5,507,949	(b) 4,813,836,667	(g) & (j) 5,733,386,152	919,549,485	19·10	...		(j) Excluding the Bársi Light, Howrah, Amta, Howrah-Sheakhalla, Tarakeshwar, Magra, and Tezpur-Balipara railways.
(j) 33·71	(b) 142·85	(g)&(j)162·12	19·27	13·49	..	10	See also statement No. 35, chapter IX.
(j) 18,878	(b) 234,468	(g)&(j)268,64	34,176	14·58	...	11	
719,998	(a)69,396,166	(a) 72,436,574	3,040,408	4·38	...	12	
1,759	(a) 3,381	(a) 3,374	—7	...	0·21	13	See also statement No. 45, chapter XIII.
(f) 9,07,335	(f) 7,61,94,584	(f) 7,58,55,046	—3,39,538	...	0·45		
1,34,501	1,23,72,008	1,10,37,157	—13,34,851	...	10·79	14	See also statements Nos. 33 and 36, chapter IX.
10,41,836	(c)8,85,88,748	8,68,92,203	—16,96,545	...	1·92		
9,85,466	15,87,58,826	17,88,58,880	2,01,00,054	12·66	...	15	See also statements Nos. 34 and 36, chapter IX.
37,803	86,04,118	88,91,266	2,87,148	3·34	...	16	
20,65,105	25,59,51,692	27,46,42,349	1,86,90,657	7·30	...	...	
97·00	237·97	244·67	6·70	2·82	...	17	
2,78,922	3,23,86,250	3,13,82,955	—10,03,295	...	3·10	18	
4,44,149	4,05,10,408	4,30,04,990	24,94,582	6·16	...	19	
1,19,196	1,14,89,485	1,33,65,635	18,76.150	16·33	...	20	
2,58,613	2,10,62,563	2,20,87,304	10,24.741	4·87	...	21	
2,38,474	1,32,84,339	1,36,58,233	3,73,894	2·81	...	22	See also statements Nos. 36 and 37, chapter IX.
30,993	52,33,489	57,63,645	5,24,156	10·00	...	23	
7,623	11,39,097	13,80,763	2,41,666	21·22	...	24	
13,77,970	12,51,11,631	13,06,43,525	55,31,894	4·42	...	...	
66·73	48·88	47·57	—1·3.	...	2·68	25	
6,87,135	13,08,40,061	14,39,98,824	1,31,58,763	10·05	...	26	
4·58	5·04	5·37	0·33	6·55	...	27	

giving the expenditure on lines open to traffic only, and excluding the *premia* on lines purchased and expenditure on unopened lines.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. I East Indian.	II Bengal Central.	III Bengal-Nagpur.	IV Indian Midland. (a)	STATE LINES WORKED XII North Western. (a)	XIV Oudh and Rohilkhand †
	STANDARD GAUGE.						
1	Miles open on the 31st December 1893 . . . Miles.	1,712·25	125·01	1,067·41	970·00	2,817·64	1,030·36
2	Total length of sidings . . . . . ,,	439·62	21·99	115·49	117·15	675·18	142·80
3	Total length of single track, including sidings . ,,	2,676·12	147·00	1,182·90	1,087·15	3,663·31	1,173·16
4	Mean mileage worked during the year . . ,,	(b) 1,741 81	125·01	925 05	(d) 976·48	(f) 2,812·69	995 10
5	Capital outlay on open line to the 31st December 1893, *including steam-boat service and suspense* * Rs	39,85,67,728	1,23,58,300	9,93,60,494	1,42,85,670	17,79,23,646	11,63,58,467
6	Capital outlay on open line to the 31st December 1893, *exclusive of steam-boat service and suspense* * ,,	38,34,79,769	1,20,61,688	9,77,43,454	1,29,08,283	16,57,25,572	11,46,44,814
7	Average cost per mile of railway (a) . . . ,,	2,25,715	96,494	91,571	1,16,400	1,65,289	1,11,267
8	Average cost per mile of single track, including sidings (a) . . . . . ,,	1,44,418	82,052	82,630	1,03,357	1,27,133	97,723
9	Coaching earnings . . . . . ,,	1,73,23,076	6,89,706	13,62,462	24,37,401	1,17,39,901	40,88,212
10	Goods earnings . . . . . ,,	4,09,57,651	2,53,870	48,04,497	41,94,179	2,50,01 472	49,49,486
11	Gross earnings . . . . . ,,	5,97,96,060	10,24,657	68,79,193	67,83,141	3,76,50,076	98,51,598
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . ,,	658	158	143	134	254	190
13	Working expenses . . . . . ,,	1,59,88,790	6,56,650	35,15,339	37,46,948	1,90,54,282	45,43,871
14	Working expenses per cent. of gross earnings Per cent	31·76	64·08	51·10	55·24	50·61	46·12
15	Net earnings . . . . . Rs	4,08,07,270	3,68,007	33,63,854	30,36,193	1,85,95,794	53,07,727
13	Net earnings per cent. on capital outlay (5) Per cent	10·24	2·97	3·37	2·66	3·89	4·56
17	Net earnings per cent. on paid up capital . . ,,	...	...	3·32	2·62	...	...
18	Passenger train-miles . . . . . Miles	4,838,385	2·7,235	789,423	825,902	3,873,429	1,340,497
19	Goods train-miles . . . . . ,,	8,467,058	140,116	1,161,474	1,073,862	5,894,621	1,503,543
20	Total train-miles . . . . . ,,	13,305,443	377,351	1,950,897	1,899,764	9,768,050	2,844,040
21	Coaching earnings per passenger train-mile . Rs.	3·68	2·87	1·73	2·05	3 03	3·05
22	Goods earnings per goods train-mile . . ,,	4·84	1·81	4·14	3·91	4·24	3·29
23	Gross earnings per train-mile . . . . ,,	4·49	2·72	3·53	3·57	3·85	3·46
24	Working expenses per train-mile . . . ,,	1·12	1·74	1·80	1·97	1·95	1·65
25	Net earnings per train-mile . . . . ,,	3 07	0 98	1·73	1·60	1·90	1·81
26	Cost of train staff per train-mile . . . Annas	0·93	0·57	0·63	0·59	(g) 0·82	0 72
27	Average number of passengers in a passenger train No	230·45	162 93	137·92	163·41	202·55	197·16
28	Average distance travelled by a passenger . Miles	62·00	22·57	48·46	74·06	53 77	44·23
29	Average number of tons in a goods train . . Tons	202·74	56·66	127·42	123·49	156·09	110 75
30	Average distance over which a ton of goods was hauled . . . . . Miles	210·50	61·83	102·09	172·18	208·32	103·13
	Average number of vehicles (excluding brake-vans)—						
31	In each passenger train . . . . . No.	14·64	12·67	9·87	9·00	12·80	10·93
32	In each goods train . . . . . ,,	32·62	22·49	22·79	30·00	31·75	¶ 27·86
33	In each mixed train { Passenger carriages . ,,	14·22	13·93	6·11	10·00	8·65	9·12
	{ Goods vehicles . . ,,	3·53	12·39	15·54	12·00	6·42	8·85
34	Number of passengers carried one mile . Unit-miles	1,115,016,858	38,665,093	103,876,300	134,959,429	784,577,773	264,290,304
35	Number of tons of goods carried one mile . Ton-miles	1,716,627,350	7,939,075	147,997,782	132,612,541	920,083,968	166,519,736
36	Average cost of hauling for one mile— One passenger unit . . . . . Pies	0·70	1·50	1·73	1·44	1·13	1·20
37	One ton of goods . . . . . ,,	1·52	5 54	2·98	3·50	2·80	3·00
38	Average sum received for carrying for one mile— One passenger unit . . . . . Pies	2·71	3·03	2·12	2·87	2 44	2·68
39	One ton of goods . . . . . ,,	4·58	6·14	6·23	6·07	5·22	5·71

* The capital outlay here referred to is that shown in chapter

† Including the Cawnpore-Burhwal railway (metre gauge

‡ Including 2 66 miles (laid on the

§ Including 1·60 miles of metre gauge

‖ Madras railway proper.

No. 26.

railways during the year ending with the 31st December 1898.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XV Eastern Bengal.	XVII East Coast railway system.	XIX Great Indian Peninsula (*h*).	XX Bombay, Baroda and Central India. (*j*)	XXI Madras railway system.	XXIII The Nizam's Guaranteed State. (*m*)			
262·98	‡718·99	1,288·00	460·90	857·68	350·71	11,661·93	1	(*a*) Excluding steam-boat service and suspense.
133·16	§109·45	258·53	116·63	147·12	40·47	2,367·59	2	(*b*) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
508·35	§828·44	2,008·45	708·64	1,047·20	391·18	15,421·90	3	
257·96	546·07	1,491·31	460·90	857·68	(*n*) 354·70	11,574·78	4	
6,87,01,674	7,41,73,268	28,08,09,015	(*k*) 10,93,68,550	12,33,05,454	4,25,55,792	1 91,82,68,064	5	(*c*) Including the Bhopal-Itársi, Bína-Goona and Bhopal-Ujjain railways, except as regards item 17.
6,40,93,081	7,15,68,707	27,60,87,642	(*k*) 10,55,31,901	12,09,02,008	4,20,18,723	1.86.97,68,648	6	(*d*) Including 15·30 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway and 2·89 miles of the Rajputana-Malwa railway worked over.
2,43,718	99,541	2,14,353	(*k*) 2,28,976	1,40,964	1,19,810	1,60,331	7	
1,26,081	86,390	1,37,463	(*k*) 1,48,926	1,15,452	1,07,415	1,21,241	8	
28,28,070	14,05,366	70,50,427	37,10,984	40,99,357	8,43,679	5,80,74,671	9	
54,25,399	11,76,412	2,74,61,611	1,15,92,181	66,52,261	31,45,227	13,56,14,226	10	(*e*) Including the Jammu and Kashmir railway (Native state section) except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding Hyderabad-Shadipalli, Rájpura-Bhátinda and Southern Punjab railways.
86,81,284	27,66,678	3,48,77,496	1,58,62,726	1,09,68,550	40,76,673	19,92,18,132	11	
645	5	450	662	246	221	330	12	
36,34,130	21,15,285	(*f*) 2,07,50,228	71,20,521	58,66,035	(*o*) 18,02,093	9,12,94,172	13	(*f*) Including 18·00 miles of the East Indian railway and 2·20 miles of the Delhi-Umballa-Kalka railway worked over.
42·86	76·46	59·49	44·89	48·92	44·20	45·83	14	
50,47,154	6,51,393	1,41,27,268	87,42,205	56,02,515	22,74,580	10,79,23,960	15	(*g*) Including the Hyderabad-Shadipalli, Rájpura-Bhátinda and Southern Punjab railways.
7·35	0·88	5.04	7·99	4·54	5·51	5·63	16	
...	...	5·04	8·28	4·60	4·71	...	17	(*h*) Including the Wárdha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
1,050,599	473,372	4,188,774	1,115,207	1,256,831	224,899	20,214,558	18	
969,391	460,638	5,260,649	1,328,973	1,343,715	723,552	28,267,592	19	(*i*) Including rent of leased lines (Rs. 4,45,500), but excluding charges incurred direct by the State.
1,959,990	934,010	9,449,423	2,444,180	2,600,546	948,451	48,482,145	20	
2·69	2·97	1·68	3·33	3·26	3·75	2·87	21	
5·97	2·55	5·22	8·72	4·95	4·35	4·80	22	
4·43	2·96	3·69	6·49	4·22	4 30	4·11	23	
1·35	2 26	2·20	2·91	2·06	1·90	1·88	24	
2·58	0·70	1·49	3·58	2·16	2·40	2·23	25	(*j*) Including the Pátri branch.
0·79	0·76	1·41	(*l*) 0·62	0·76	0·75	...	26	(*k*) Including the State outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,27,222 and per mile of single track including sidings Rs. 1,47,785.
172·31	222·47	106·90	197·05	231·36	260·00	185·49	27	
25·78	38·46	31·42	16·39	31·41	48·29	40·68	28	
143·55	111·74	141·69	226·69	113·90	162·27	162·41	29	
86·28	95·76	261·90	161·37	130·38	147·34	181·97	30	(*l*) Including the Gaekwar's Petlád Nágdá-Ujjain and Tápti Valley railways.
12·45	5·90	11·00	12·87	11·07	10·35	...	31	
35·15	16·11	26·00	42·39	24·87	23·27	...	32	
9·95	7·93	8·00	7·94	5·92	7·64	...	33	
6·36	6·44	5·00	11·89	17·65	18·87	...		(*m*) Including the Bezwada extension (East Coast State) except as regards items 15, 16 and 17.
181,027,880	105,311,810	447,763,383	219,755,950	290,784,364	59,530,805	3,749,559,949	34	
130,546,212	51,471,016	745,359,107	301,261,902	153,043,942	117,407,296	4,590,869,927	35	
1·16	1·48	2·36	1·37	1·05	0·85	...	36	
3·09	3·83	3·51	3·07	4·31	2·17	...	37	(*n*) Including 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast State railway worked over, but excluding 2·19 miles used for military traffic only.
2·70	2·40	2·34	2·63	2·31	2·37	...	38	
7·98	4·39	7·07	7·39	8·35	5·14	...	39	(*o*) Including rent of leased line (Rs. 95,390).

VII, statement No. 22, which is that on lines open to traffic, excluding *premia* on lines purchased and expenditure on unopen extensions.
link), excepting items 23 to 26 and 31 to 33.
mixed gauge) and 0·33 mile (metre gauge).
sidings.

STATEMENT

General results of working the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XL Bengal and North-Western—Tirhoot and Company's sections.	XLII Rajputana-Malwa.	XLIV Southern Mahratta railway system.	XLVII South Indian. (e)	XLIX Assam-Bengal. (g)
	METRE GAUGE.					
1	Miles open on the 31st December 1898 . . . Miles	928·05	1,673·94	1,553·21	1,025·68	(h) 379·25
2	Total length of sidings . . . . . ,,	135·14	(b) 253·09	160·05	134·99	41·17
3	Total length of single track, including sidings . . ,,	1,063·19	1,928·17	1,713·26	1,160·67	420·42
4	Mean mileage worked during the year . . . ,,	888·60	1,673·94	(d) 1,556·20	1,045·43	291·20
5	Capital outlay on open line to the 31st December 1898 *including steam-boat service and suspense** . . Rs.	6,70,55,693	13,27,57,344	12,43,40,680	7,50,90,416	4,43,27,324
6	Capital outlay on open line to the 31st December 1898 *exclusive of steam-boat service and suspense** . . ,,	6,35,52,327	12,95,71,818	12,22,48,623	7,27,55,513	4,18,73,324
7	Average cost per mile of railway (a) . . . ,,	68,479	77,405	78,707	70,934	1,10,411
8	Average cost per mile of single track, including sidings (a) . . . . . ,,	59,775	67,239	71,354	62,684	99,599
9	Coaching earnings . . . . . ,,	24,57,896	62,03,497	21,45,752	44,06,238	7,37,620
10	Goods earnings . . . . . ,,	32,49,165	1,43,95,522	48,85,482	38,29,075	5,35,739
11	Gross earnings . . . . . ,,	64,76,030	2,09,90,393	71,70,269	84,99,411	13,08,124
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . ,,	129	241	89	156	86
13	Working expenses . . . . . ,,	28,08,558	89,90,766	50,31,208	46,32,668	12,53,572
14	Working expenses per cent. of gross earnings . Per cent	43·37	42·83	70·17	54·51	95·83
15	Net earnings . . . . . Rs.	36,67,472	1,19,99,627	21,39,061	38,66,743	54,552
16	Net earnings per cent. on capital outlay (5) . Per cent.	5·47	9·04	1·72	5·15	0·13
17	Net earnings per cent. on paid up capital . . ,,	...	...	...	...	...
18	Passenger train-miles . . . . . Miles.	1,089,472	2,060,583	861,128	1,837,395	152,042
19	Goods train-miles . . . . . ,,	1,185,570	3,656,134	1,847,153	1,518,865	311,357
20	Total train-miles . . . . . ,,	2,275,042	5,716,717	2,708,281	3,356,260	463,399
21	Coaching earnings per passenger train-mile . . Rs.	2·26	3·01	2·49	2·40	4·85
22	Goods earnings per goods train-mile . . . . ,,	2·74	3·94	2·64	2·52	1·72
23	Gross earnings per train-mile . . . . . ,,	2·85	3·67	2·65	2·53	2·82
24	Working expenses per train-mile . . . . ,,	1·23	1·57	1·86	1·38	2·70
25	Net earnings per train-mile . . . . . ,,	1·62	2·10	0·79	1·15	0·12
26	Cost of train staff per train-mile . . . . Annas	0·48	(c) 0·62	0·64	(f) 0·40	0·74
27	Average number of passengers in a passenger train . No.	193·69	237·85	185·57	208·57	277·90
28	Average distance travelled by a passenger . . Miles	33·76	50·43	41·55	32·73	34·69
29	Average number of tons in a goods train . . . Tons	94·84	114·89	78·50	56·20	74·14
30	Average distance over which a ton of goods was hauled . . . . . Miles	121·00	232·73	155·91	54·19	50·13
	Average number of vehicles (excluding brake-vans)—					
31	In each passenger train . . . . . No.	11·00	14·19	10·17	13·46	15·00
32	In each goods train . . . . . ,,	34·00	30·48	24·56	13·30	30·00
33	In each mixed train { Passenger carriages . . ,,	18·00	13·28	8·15	16·51	14·00
	In each mixed train { Goods vehicles . . . ,,	18·00	11·72	11·76	13·19	18·00
34	Number of passengers carried one mile . . Unit-miles	210,922,586	490,104,191	159,801,837	383,228,829	42,252,012
35	Number of tons of goods carried one mile . . Ton-miles	112,442,040	420,047,110	145,000,721	85,363,052	23,084,506
36	Average cost of hauling for one mile— One passenger unit . . . . . Pies	0·81	0·81	1·49	(f) 1·12	1·83
37	One ton of goods . . . . . ,,	2·35	2·94	4·70	(f) 4·88	6·33
38	Average sum received for carrying for one mile— One passenger unit . . . . . Pies	2·10	2·12	2·18	2·08	3·10
39	One ton of goods . . . . . ,,	5·55	6·58	6·47	8·61	4·46

* The capital outlay here referred to is that shown in chapter

No. 26—*concld.*

railways during the year ending with the 31st December 1898—concld.

	State line worked by the State.		Assisted company.	Lines owned and worked by native states.					
	LI Eastern Bengal.			LXXI Jodhpore-Bickaneer.					
L Burma.	Northern and Behar sections (including the Kannia-Dharila, 2′6″ gauge, branch).	Dacca section.	LVII Rohilkund and Kumaon railway system.	Jodhpore section.	Bickaneer section.	LXXIII Bhávnagar-Gondal-Junágad-Porbandar railway system.	Total and average of principal metre gauge lines.	Progressive No.	Remarks.
936·13	478·47	85·92	285·09	320·50	85·50	(g) 455·18	8,206·92	1	(a) Excluding steam-boat service and suspense.
141·34	82·09	14·69	35·96	9·50	2·00	50·64	1,060·65	2	(b) Including 3·07 miles of main line laid on the standard gauge.
1,087·02	560·56	100·61	321·05	330·00	87·50	505·82	9,278·27	3	
936·13	478·47	85·92	277·88	320·50	68·01	446·56	8,068·84	4	(c) Including the Pálanpur-Deesa, Gaekwar's-Mehsána and Ahmedabad-Parántij railways.
7,86,58,188	4,16,00,696	67,68,524	1,16,25,754	70,70,341	18,98,798	2,23,46,648	61,35,40,406	5	
7,63,36,906	4,05,95,844	67,65,524	1,13,08,785	70,70,341	18,98,798	2,19,37,035	59,59,17,338	6	(d) Including 2·66 miles (laid on mixed gauge) and 0·33 mile (metre gauge) of the East Coast State railway worked over by the Southern Mahratta railway.
81,545	84,845	78,777	39,667	22,060	22,208	(k) 49,151	72,612	7	
70,226	72,420	67,275	35,224	21,425	21,701	(l) 44,611	64,227	8	
43,84,060	18,24,393	3,32,715	6,02,506	4,76,988	43,866	9,37,612	2,46,08,138	9	
44,52,693	31,18,512	1,76,483	7,27,601	7,21,793	82,364	10,01,074	3,71,75,503	10	(e) Including the Pondicherry railway.
89,91,452	54,59,103	5,77,493	14,96,396	12,22,727	1,37,473	20,03,938	6,43,32,809	11	
184	201	129	104	73	39	86	151	12	(f) Including the Máyavaram-Mutupet, Pondicherry and Káraikkal-Peralam railways.
52,02,929	24,50,255	2,98,429	7,75,411	4,91,770	59,856	11,75,762	3,31,71,124	13	(g) The results shown under this railway are abnormal, owing chiefly to the undeveloped state of the traffic on the line, and to the temporary closing of certain portions of the open sections on account of the earthquake in June 1897.
57·87	44·88	51·68	51·82	40·22	43·54	58·67	51·56	14	
37,88,523	30,08,848	2,79,064	7,20,985	7,30,957	77,617	8,28,286	3,11,61,685	15	
4·82	7·23	4·12	6·20	10·34	4·09	3·71	5·07	16	
3·50	...	...	...	...	...	...	...	17	(h) Including the Gauhati-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897, on account of damages done by the earthquake.
1,319,848	647,629	120,432	171,168	154,785	24,990	326,262	8,774,704	18	
1,635,058	884,011	93,520	335,653	197,627	32,669	264,227	11,961,344	19	
2,954,906	1,531,640	222,952	506,821	352,382	57,659	590,489	20,736,548	20	(i) No passenger trains were run.
3·16	2·82	2·96	3·52	3·08	1·76	2·87	2·80	21	
2·72	3·53	1·89	2·17	3·65	2·52	3·79	3·11	22	
3·04	3·56	2·59	2·95	3·47	2·38	3·39	3·10	23	
1·76	1·60	1·34	1·53	1·40	1·04	1·99	1·60	24	
1·28	1·96	1·25	1·42	2·07	1·34	1·40	1·50	25	(j) Including 2·86 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
0·72	0·50	0·41	0·37	0·19	0·17	0·44	...	26	
213·59	178·57	206·41	224·20	248·63	140·08	172·28	210·51	27	
28·03	44·04	21·18	34·23	57·14	36·70	34·34	36·80	28	
74·78	73·08	46·16	59·93	74·03	48·15	61·21	86·07	29	(k) Calculated on 446·32 miles, excluding dock mileage, *vide* note (j).
109·86	114·88	61·12	63·89	98·02	43·03	58·20	125·19	30	
14·89	16·24	7·92	(i)	14·97	9·83	11·42	...	31	(l) Calculated on 491·74 miles, excluding the length of single track including sidings of dock line.
40·76	35·17	16·60	20·00	24·92	26·09	28·40	...	32	
12·66	12·02	12·06	11·00	9·90	5·80	11·84	...	33	
12·87	9·96	6·80	12·00	12·10	8·10	8·04	...		
281,911,025	115,647,383	26,716,214	38,376,440	38,476,074	3,500,513	56,207,077	1,847,144,181	34	
122,263,907	64,602,137	4,317,308	20,114,237	14,629,542	1,573,040	16,173,726	1,029,611,326	35	
1·34	0·99	1·05	1·03	0·89	1·01	1·82	...	36	
4·78	4·11	5·50	3·90	3·62	3·56	6·51	...	37	
2·84	2·70	2·60	2·62	2·09	2·12	2·93	...	38	
6·99	9·27	7·85	6·95	9·47	10·05	11·88	...	39	

VII, statement No. 22, which is that on lines open to traffic, excluding *premia*, on lines purchased and expenditure on unopen extensions.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1898, the net revenue of these railways to the 30th June 1898 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest advanced to the 31st December 1897.	Interest advanced during 1898.				Total. (b)	Aggregate of net revenue balances for the several half-years to the 30th June 1898.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital (a)	Total.			
		£	£	£	£	£	£	£	£
XIX	Great Indian Peninsula	39,343,098	1,187,222	1,203	12	1,188,437	40,531,535	36,924,889	3,606,646
XX	Bombay, Baroda and Central India. . . .	13,717,709	432,547	104	5,906	438,557	14,156,266	13,439,054	717,212
XXI	Madras	18,413,133	534,313	...	307	534,620	18,947,753	10,655,135	8,292,618
	TOTAL.	71,473,940	2,154,082	1,307	6,225	2,161,614	73,635,554	61,019,078	12,616,476

(a) Interest on overdrawn capital is for the year 1898, being charged in that year by transfer entry.
(b) Represents interest due up to the 30th June 1898 only, the interest for the half-year ended the 31st December 1898 not being paid until the succeeding half-year.
NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1898 inclusive.

Half-year ending	XIX Great Indian Peninsula railway.	XX Bombay, Baroda and Central India railway.	XXI Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	58,62,262	38,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,13,099	84,13,780
December 1895	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896	...	4,45,662	...	4,45,662
June 1897	...	19,03,090	1,82,678	20,85,768
December 1897	...	...	10,449	10,449
June 1898	27,14,655	29,76,509	2,00,730	58,91,894
December 1898	...	9,22,446	...	9,22,446
TOTAL	11,86,37,064	5,98,88,559	5,05,956	17,90,31,579
Add—Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,385
Eastern Bengal railway	...	...	...	93,09,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian railway	...	...	...	2,92,112
TOTAL	...	...	...	25,28,07,468

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

Year.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,880	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,263,179	600,966	...
1881 . . .	66,349,320	3,110,824	3,272,651	161,827	..
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,558,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891‖ . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,409	3,046,225	2,157,007	...	889,218
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,262	2,909,568	2,164,151	...	745,417
1896 . . .	45,912,510	2,739,964	2,167,939	...	572,025
1897 . . .	46,174,078	2,009,462	2,163,464	154,002	...
1898 . . .	46,573,637	2,624,614	2,169,926	...	454,688

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sind, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
‖ South Indian railway ditto ditto.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1898.

Classification No.	RAILWAY.	Capital cost.	(f) Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4—5.	Company's share of profits for the year.	(c) Dividend earned by company including guaranteed interest. £ s. d.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 + 9 + 10	Net result to Government. + gain. —loss.
1	2	3	4	5	6	7	8	9	10	11	12
	State lines worked by companies.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	£27,200,000 Rs. 7,29,70,192	4,08,07,269	(b) 2,83,11,047	1,24,96,222	24,99,244	6 10 10	(b) 2,58,38,156	...	2,83,37,400	+1,24,69,869
II	BENGAL CENTRAL	1,23,58,300	3,68,007	5,19,230	...	(e) 92,002	4 14 6	5,06,250	...	5,98,252	—2,30,245
III & LXXXI	BENGAL-NÁGPUR	14,67,03,519	33,63,854	54,23,186	...	...	4 0 0	53,37,953	...	53,37,953	—19,74,099
IV	INDIAN MIDLAND	9,96,74,804	25,11,912	39,99,986	...	...	4 0 0	38,96,856	...	38,96,856	—13,84,944
VI & XLII	RAJPUTANA-MALWA	15,03,74,730	1,26,49,006	72,83,337	53,65,669	10,73,134	(c)	60,77,309	...	71,50,443	+54,98,563
XLIV	SOUTHERN MAHRATTA	9,74,67,550	14,95,521	41,10,276	...	(e) 3,73,880	4 8 2	40,26,661	...	44,00,541	—29,05,020
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	1,55,07,319	4,10,721	7,38,461	...	(e) 1,02,680		(d) 2,92,512	...	3,95,192	+15,529
XLVII	SOUTH INDIAN	£5,692,557 Rs. 2,43,29,462	38,23,851	23,84,685	14,39,166	2,66,185	4 15 6	36,81,563	...	39,47,748	—1,23,897
XLIX	ASSAM-BENGAL	7,56,41,721	54,551	23,09,832	...	...	3 5 0	24,17,767	...	24,17,767	—23,63,216
L	BURMA	9,24,92,509	37,88,523	24,60,884	(g) 10,48,500	(g) 1,42,789	3 5 6	38,34,038	...	39,76,827	—1,88,304
	Guaranteed railways.										
XIX	GREAT INDIAN PENINSULA	28,18,37,620	1,41,06,389	1,29,64,631	27,03,895 —15,62,137	13,51,948	5 9 0	1,78,63,528	57,548	1,92,73,024	—51,66,635
XX	BOMBAY, BARODA AND CENTRAL INDIA	10,85,60,145	87,12,047	48,43,250	38,68,797	19,34,399	7 13 1	66,20,306	17,245	85,71,950	+1,40,097
XXI	MADRAS	12,23,29,552	53,92,924	58,13,997	1,80,997 —6,02,070	90,498	5 0 2	80,34,375	2,23,320	83,48,093	—29,55,169

(a) This column shows approximately the dividends earned by the companies and not those actually distributed.
(b) Includes £65,500 for redemption of capital.
(c) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
(d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 2,93,512.
(e) Company receive one-fourth of the net revenue.
(f) The differences between the figures entered in this column and those given in Chapters VIII and IX, statements Nos. 24, 26 and 36, are due to adjustments on account of outstandings recovered during the year.
(g) For the year ending 30th June 1898.

CHAPTER IX.

Details of revenue earnings and expenditure.

Public traffic.

The summary of principal commodities in statement No. 31 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1898, on the standard and metre gauge railways, to Rs. 16,76,61,266. This, however, includes a sum of Rs. 1,98,49,018 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 14,78,12,248) is mainly accounted for under eight heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, provisions, salt and sugar, the earnings from which amounted to Rs. 10,64,41,565 or about 72 per cent. of the whole, leaving Rs. 4,13,70,683 as the earnings under the remaining twenty-two heads.

Grain and seeds traffic.

2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 1,184,480 tons or 15·74 per cent., the actual figures being:

	Tons.
1897	7,524,214
1898	8,708,694

Wheat traffic.

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1897	*†1,102,818	*†71,98,700
1898	2,215,235	1,84,61,053

The quantities of wheat carried by the important exporting railways during the past seven years were as follows‡:

Railways.	1892.	1893.	1894.	1895.	1896.	1897.	1898.
	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	338,180	319,472	161,923	131,965	127,796	68,573	214,137
Bombay, Baroda and Central India	140,659	49,669	60,818	107,798	54,235	32,198	178,151
East Indian	357,026	166,007	233,028	237,421	141,042	211,912	394,805
North Western State	344,958	385,531	543,580	581,449	262,793	336,196	630,357
TOTAL	1,230,823	920,679	999,349	1,058,633	585,866	648,879	1,417,450

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given:

Ports.	1892.	1893.	1894.	1895. (*a*)	1896. (*a*)	1897. (*a*)	1898. (*a*)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	483,075	256,324	75,891	154,505	109,372	21,101	338,619
Calcutta	180,151	54,349	13,580	50,668	4,017	4,370	170,981
Kurrachee	263,376	263,923	298,524	356,438	49,058	53,914	454,641
TOTAL	926,602	574,596	387,995	561,611	162,447	79,385	964,241
	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
Estimated outturn of wheat in India during each previous financial year, in tons	5,535,000	7,193,000	6,923,000	6,836,880	5,510,965	4,892,879*	6,506,320
Percentage of exports on outturn	16·74	7·99	5·60	8·21	2·95	*1·62	14·82

* Revised figures.
† Including figures of the Jámnagar railway for the second-half of 1897 only.
‡ In this table, through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.
(*a*) Including wheat flour.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that, while the amount of wheat carried by the four principal exporting railways in 1898 for local consumption did not vary very greatly from the normal, the amount exported was above the average owing to better crops and low prices.

Principal features of working.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1898 as compared with the previous year. Statements giving detailed statistics for these railways will be found in statements Nos. 31 to 37.

East Indian Railway system (standard gauge).

5. The mean mileage worked, including branch lines and lines worked over, was 1,926·28 miles against 1,922·63 miles worked in the previous year. The increase was due to the opening of the Hathras City branch (5·61 miles) on the 1st November 1898.

The gross earnings increased from Rs. 6,07,13,989 to Rs. 6,17,17,629 or by Rs. 10,03,640, but as the working expenses were Rs. 16,77,175 more, the net earnings showed a decrease of Rs. 6,73,538, having fallen from Rs. 4,25,14,791 to Rs. 4,18,41,253.

Of the increase in the gross earnings, Rs. 7,22,784 were derived from coaching traffic and Rs. 2,81,143 from goods traffic.

The increase in the coaching earnings was chiefly due to the increased traffic to river-side stations near the Ganges, on account of the lunar and solar eclipses on the 8th and 22nd January 1898, respectively, to the observation camp at Buxar on the occasion of the total eclipse of the sun, to the movement of numerous marriage parties, increased pilgrim traffic owing to the period being considered auspicious for religious and marriage ceremonies, and to the return of horses, transport mules and military stores from the North-Western frontier. The increase under goods traffic was principally due to the increased local consumption of coal by mills at Cawnpore and other manufacturing centres, to a growing demand for brick burning purposes, and to an increased traffic in coal for the public and foreign railways.

The principal fluctuations in the working expenses were increases of Rs. 9,70,454 and Rs. 2,46,360 under "Locomotive expenses" and "Traffic expenses", respectively. The increase under "Locomotive expenses" was chiefly due to the increased mileage run, enhanced price of coal, increased renewals of locomotive engines and heavier expenditure on account of carriage of revenue stores; and that under "Traffic expenses," chiefly to the additional appointments in the superior establishment, owing to an increase of work, raising of the pay of higher posts, grant of presidency allowance to officers of the departments in Calcutta, appointment of additional station and train staff, and to the payment of an extra charge of one pie per maund to the Port Commissioners for dealing with the traffic at the Kidderpore Docks.

Bengal Central Railway (standard gauge).

6. Compared with the results of 1897, the gross earnings decreased from Rs. 11,38,199 to Rs. 10,24,657 or by Rs. 1,13,542, and as the working expenses were Rs. 8,137 more, the net earnings showed a decrease of Rs. 1,21,679, having fallen from Rs. 4,89,686 to Rs. 3,68,007.

There was an increase of Rs. 8,676 under coaching traffic and a decrease of Rs. 1,32,319 under goods traffic.

The increase in the coaching traffic was chiefly under "Passengers' luggage" and "Parcels," due to the increased traffic in fish. The decrease in the goods traffic was chiefly due to a falling off in the traffic in sugar, rice, oil-seeds and tobacco, owing principally to a depression of trade, and also to the failure of the jute crops.

The principal fluctuations in the working expenses were a decrease of Rs. 20,476 under "Locomotive expenses," increases of Rs. 27,319 under "Carriage and wagon expenses," and Rs. 16,061 under "General charges," and a decrease of Rs. 26,904 under "Special and miscellaneous expenditure." The decrease under "Locomotive expenses" was chiefly due to a credit of Rs. 57,870

under "Maintenance and renewals of locomotive engines" debited to the Depreciation Fund; the increase under "Carriage and wagon expenses," to the repairs and renewals of a larger number of vehicles; that under "General charges," to the appointment of an Auditor, increase of pay of the accountant, assistant accountant, travelling inspector of accounts and clerical establishment; and the decrease under "Special and miscellaneous expenditure," chiefly to reduced charges for running powers over the Eastern Bengal State railway between Dum Dum Junction and Calcutta.

Bengal-Nágpur Railway (standard gauge).

7. The mean mileage worked during 1898 was 925·08 miles against 862·33 miles worked in the previous year. The increase was due to the opening of the Sini-Khargpur section (99·50 miles) from the 1st June 1898 and the Kolaghat-Balasore section (107·03 miles) from the 17th December 1898.

The gross earnings increased from Rs. 62,00,309 to Rs. 68,79,193 or by Rs. 6,78,884, and as the working expenses were Rs. 2,94,589 more only, the net earnings showed an improvement of Rs. 3,84,295, having risen from Rs. 29,79,559 to Rs. 33,63,854.

The variations in the gross earnings were a decrease of Rs. 33,444 in the coaching traffic, and increases of Rs. 5,71,770 in the goods traffic and of Rs. 1,40,558 in sundries, including telegraph.

The decrease in the coaching earnings was mainly due to the continued prevalence of the plague in the Bombay Presidency and its appearance in Calcutta and to a smaller number of cooly emigrants having been booked to tea plantations in Assam. The increase in the goods traffic was principally due to good crops of grain and pulse and oil-seeds and to longer leads of coal consignments from Radhanagar to the Great Indian Peninsula railway *viâ* Katni and Nágpur.

The increase under "Sundries" was chiefly due to a larger outward traffic, which resulted in increased receipts from "Mileage and demurrage of vehicles over foreign lines."

The principal increases in the working expenses were Rs. 1,47,147 and Rs. 1,18,267 under "Maintenance of way, works and stations" and "Locomotive expenses," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the cost of materials for relaying the Katni-Umaria section for the second-half of 1897 having been debited during the year under review, and to labour charges on account of re-sleepering the open line, having been debited to revenue; and that under "Locomotive expenses," to the increased train-mileage run, to extra general repairs to locomotives and workshops and to the carriage of more coal to meet the requirements of the new train service during the year.

Indian Midland Railway system (standard gauge).

8. The mean mileage worked during 1898 was 976·48 miles against 944·82 miles worked in the previous year. The increase was due to the opening of the Saugor-Damoh section for public traffic on the 26th March 1898.

The gross earnings increased from Rs. 64,47,857 to Rs. 67,83,141 or by Rs. 3,35,284, and as the working expenses were Rs. 1,37,250 more only, the net earnings showed an improvement of Rs. 1,98,034, having risen from Rs. 28,38,159 to Rs. 30,36,193.

Of the increase in the gross earnings, Rs. 44,037 were derived from coaching traffic and Rs. 2,79,442 from goods traffic. The increase in the coaching traffic was due to the traffic having recovered after a good season, to the relaxation of plague restrictions, and also to the movement of troops returning from the Malakand and Tirah expeditions. The increase under goods traffic was principally due to the improved condition of the cotton trade, to the increased demand for oil-seeds in Bombay for export to Europe, and to the heavy traffic in the first-half of 1898 in Mauritius and Austrian sugar from Bombay to Cawnpore and other trade centres on and beyond this line.

The principal fluctuations in the working expenses were increases of Rs. 94,797 under "Maintenance of way, works and stations," Rs. 72,545 under "Locomotive expenses" and Rs. 32,386 under "Carriage and wagon expenses;"

and a decrease of Rs. 51,078 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was due to the longer length maintained and heavier extraordinary renewals; that under "Locomotive expenses," to the increased mileage run, to the greater quantity of Bengal coal used, and to heavy repairs and renewals of engines, etc; and that under "Carriage and Wagon expenses," to heavier repairs and renewals of vehicles; while the decrease under "Special and miscellaneous expenditure" was due to there being no charges for mileage and demurrage and commission on renewal of debentures.

Godhra-Rutlam-Nágdá Railway (standard gauge).

9. The mean mileage worked was 141·14 miles against 140·91 miles in the previous year. The increase was due to the addition of 0·23 mile at Rutlam.

The gross earnings increased from Rs. 10,73,390 to Rs. 13,26,922 or by Rs. 2,53,532, and as the working expenses were Rs. 94,502 less, the net earnings increased by Rs. 3,48,034, having risen from Rs. 3,00,292 to Rs. 6,48,326.

There was a decrease of Rs. 26,282 in the coaching earnings and an increase of Rs. 2,74,093 in the goods earnings.

The decrease in the coaching traffic was mainly due to the plague restrictions.

The increase in the goods traffic chiefly occurred under "Cotton," "Grain and pulse," "Oil-seed," "Sugar," "Salt" and in other miscellaneous articles.

The principal variations in the working expenses were a decrease of Rs. 59,300 under "Maintenance of way, works and stations," and of Rs. 36,775 under "Locomotive expenses." The decrease under "Maintenance of way, works and stations" was chiefly due to less outlay on maintenance and renewal of permanent-way; and that under "Locomotive expenses," to a lower rate paid for coal.

North Western State Railway system (standard gauge).

10. The mean mileage worked, including lines worked over, was 3,409·34 miles against 3,036·94 miles worked in the previous year. The increase was due to the Mushkaf-Bolan and Southern Punjab railways, which were opened on the 15th April and 10th November 1897, respectively, having been worked for the whole year.

The gross earnings increased from Rs. 3,39,34,682 to Rs. 3,99,72,133, or by Rs. 60,37,451, and as the working expenses were only Rs. 18,19,455 more, the net earnings showed an improvement of Rs. 42,07,750, having risen from Rs. 1,54,44,841 to Rs. 1,96,52,591.

The principal variations in the gross earnings were decreases of Rs. 1,65,992 under coaching traffic, and of Rs. 1,25,219 under miscellaneous receipts, and an increase of Rs. 63,28,662 under goods traffic.

The decrease in the coaching earnings was due to a heavy military traffic in the previous year owing to the military operations on the North-West Frontier; and that in the miscellaneous earnings, to smaller receipts on account of mileage and demurrage of rolling-stock from the East Indian and Oudh and Rohilkhand railways, and hire of locomotives and vehicles owing to the completion of the Southern Punjab railway. The increase in the goods earnings was mainly due to an improvement in the bookings of wheat from stations on the main line in the Punjab, North-Western Provinces and Sind, and to the return of troops from the Frontier expedition.

The principal fluctuations in the working expenses were a decrease of Rs. 1,23,277 under "Maintenance of way, works and stations;" and increases of Rs. 11,00,838 under "Locomotive expenses," Rs. 4,37,891 under "Carriage and wagon expenses," Rs. 2,51,905 under "Traffic expenses," and Rs. 1,33,860 under "General charges." The decrease under "Maintenance of way, works and stations" was mainly due to the adjustment in the previous year of arrear charges for wages and permanent-way material required for the Mushkaf-Bolan railway. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel owing to the additional train-mileage run, to a larger outlay on renewals and repairs necessitated by the increased traffic, and to the

opening of the Southern Punjab railway; that under "Carriage and wagon expenses," partly to heavier repairs and renewals of vehicles, and partly to an adjustment of the value of material in anticipation of issues; and that under "Traffic expenses" and "General charges," to the opening of the Southern Punjab railway.

Through booking to and from Europe.

The following statement compares the North-Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1897 and 1898:

	Previous year.		1898.	
	Number or weight.	Amount.	Number or weight.	Amount.
From India to England.	No.	Rs.	No.	Rs.
1st class passengers . . .	63	3,568	79	4,302
2nd class passengers . . .	23½	661	28	793
3rd class passengers . . .	1	10	...	...
Luggage	Tons 1·971	302	Tons 3·265	450
Parcels	„ 2·419	684	„ 1·991	577
Dogs	No. 1	10	No. ...	...
Total . .	...	5,235	...	6,122
From England to India.				
1st class passengers . . .	4½	242	16	961
2nd class passengers . . .	1	34	2½	80
3rd class passengers . . .	...	...	1	13
Luggage	...	...	Tons 1·002	145
Parcels	Tons 0·295	67	„ 0·170	32
Total . .	..	343	...	1,231

Oudh and Rohilkhand State Railway system (standard and metre gauges).

11. The mean mileage worked during the year was 995·10 miles against 878·09 miles worked in the previous year. The increase was due entirely to the opening of the Rae Bareli-Benares extension, 138·39 miles in length, from the 4th April 1898.

The gross earnings increased from Rs. 85,15,855 to Rs. 98,51,598 or by Rs. 13,35,743, and as the working expenses were Rs. 2,75,206 less, the net earnings showed an improvement of Rs. 16,10,949, having risen from Rs. 36,96,778 to Rs. 53,07,727.

Of the increase in the gross earnings, Rs. 4,08,004 were derived from coaching traffic, Rs. 6,83,078 from goods traffic and Rs. 2,44,661 from sundries.

The increase in the earnings was due to the additional traffic consequent on the opening of the Rae Bareli-Benares extension and to the cessation of the famine.

The principal decreases in the working expenses were Rs. 89,579 under "Maintenance of way, works and stations," Rs. 66,943 under "Locomotive expenses" and Rs. 2,20,023 under "Carriage and wagon expenses." The decreases were due to the reduced outlay on special renewals in connection with which heavy expenditure was incurred in the previous year in accordance with the authorized programme.

Eastern Bengal State Railway system (standard, metre and special gauges).

12. The mean mileage worked during the year was 822·35 miles against 816·74 miles worked in the previous year. The increase was principally due to the opening of the Faridpur branch (7·19 miles) and Belgachhi ghat line (2·30 miles) during the year.

The gross earnings decreased from Rs. 1,47,62,233 to Rs. 1,47,17,880 or by Rs. 44,353, but as the working expenses were Rs. 3,12,426 less, the net earnings showed an improvement of Rs. 2,68,073, having risen from Rs. 80,66,993 to Rs. 83,35,066.

The principal variations in the gross earnings were an increase of Rs. 1,04,624 under coaching traffic, and a decrease of Rs. 1,50,126 under goods traffic.

The increase in the coaching earnings was chiefly due to the rush of passengers out of Calcutta on account of the panic caused by the plague, to increased pilgrim traffic owing to the lunar eclipses in July and December 1898, and to a development of the traffic on the opening of the Mymensingh-Singhjani-Jamalpur extension. The decrease in the goods traffic was chiefly due to a falling off in the traffic in jute and rice, which was abnormally heavy in the previous year on account of a favourable jute crop and famine.

The principal fluctuations in the working expenses were an increase of Rs. 1,67,720 under "Maintenance of way, works and stations," a decrease of Rs. 3,27,519 under "Locomotive expenses," an increase of Rs. 1,38,033 under "Traffic expenses," and a decrease of Rs. 2,99,482 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to large renewals of steel rails on the Northern section and Rajbári district; the decrease under "Locomotive expenses," to a credit afforded for 3 repaired boilers and serviceable parts of 2 condemned engines and to the debit of the cost of 6 goods engines replaced in the previous year; the increase under "Traffic expenses," to the reopening of a district office at Chitpore, to increments granted to clerks and to the appointment of additional officers; and the decrease under "Special and miscellaneous expenditure," to smaller payments on account of hire of rolling-stock and mileage and demurrage of foreign stock owing to a falling off in the goods traffic.

Calcutta Port Commissioners' Railway (standard gauge).

13. Compared with the results of 1897, the gross earnings increased from Rs. 3,93,528 to Rs. 4,28,262 or by Rs. 34,734, but as the working expenses were Rs. 33,862 more, the net earnings showed an increase of Rs. 872 only, having risen from Rs. 1,48,708 to Rs. 1,49,580. The sources of income were goods and sundries.

The earnings under goods traffic increased from Rs. 3,51,798 to Rs. 3,65,187, and was mostly due to heavy receipts from grain and pulse, jute and metals, while those under sundries increased from Rs. 41,730 to Rs. 63,075.

The principal increases in the working expenses were Rs. 5,543 under "Maintenance of way, works and stations," Rs. 3,833 under "Locomotive expenses," Rs. 4,338 under "Carriage and wagon expenses," Rs. 13,990 under "Traffic expenses" and Rs. 6,996 under "General charges."

The increase under "Maintenance of way, works and stations" was chiefly due to more expenditure under "Maintenance and renewal of permanent-way" and "New minor works;" that under "Locomotive expenses," to increased expenditure in repairing the engines thoroughly; that under "Carriage and wagon expenses," to heavier repairs of goods vehicles; that under "Traffic expenses," partly to increased expenditure under "General superintendence," partly on account of a portion of the handling charges of the second-half of the previous year being adjusted in the first-half of 1898, and partly to abnormally heavy expenditure under "Printing and stationery"; and that under "General charges," to payment of premiums in 1898 for insurance of the several station godowns and to half of the audit fee to Eastern Bengal State railway for 1897 being adjusted in the year under review.

East Coast State Railway system (standard gauge).

14. The mean mileage worked during the year was 546·07 miles against 534·03 miles in the previous year; the increase was due to the opening of the Bezwada-Madras railway from Kistna Canal to Nellore, 154·13 miles, and to the conversion of the Nellore-Gudur section of the South-Indian railway to the standard gauge, 23·62 miles, and also to the opening of the new Puri extension, 1·84 miles.

The gross earnings decreased from Rs. 28,57,288 to Rs. 27,66,678 or by Rs. 90,610, and as the working expenses were Rs. 1,26,967 more, the net earnings showed a decrease of Rs. 2,17,577, having fallen from Rs. 8,68,970 to Rs. 6,51,393.

The decrease in the gross earnings was due to the falling off of Rs. 31,094 under coaching traffic and Rs. 1,00,774 under sundries, including electric telegraph and steam-boat, which was partly counterbalanced by the increase of Rs. 41,258 under goods traffic.

The decrease under coaching traffic was chiefly due to a reduction in the number of third class passengers; and that under sundries, including electric telegraph and steam-boat, to indirect charges on the construction of rolling-stock, etc. The increase in the goods traffic was chiefly due to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways.

The principal fluctuations in the working expenses were an increase of Rs. 87,831 under "Maintenance of way, works and stations," a decrease of Rs. 33,507 under "Locomotive expenses," and increases of Rs. 29,392 under "Carriage and wagon expenses," Rs. 31,305 under "Traffic expenses," and Rs. 28,809 under "General charges." The increase under "Maintenance of way, works and stations" was principally due to an increased outlay on ballast; and the decrease under "Locomotive expenses," principally to the reduced train-mileage run, and a reduction in the price of coal, Singareni coal having entirely been used in 1898. The increases under the other heads were chiefly due to the opening of the Kistna Canal-Gudur section of the Bezwada Madras railway.

Great Indian Peninsula Railway system (standard gauge).

15. Compared with the results of 1897, the gross earnings rose from Rs. 2,84,32,402 to Rs. 3,48,77,496 or by Rs. 64,45,094, and as the working expenses* were Rs. 16,64,826 more only, the net earnings showed an increase of Rs. 47,80,268, having risen from Rs. 97,77,961 to Rs. 1,45,58,229.

There was a decrease of Rs. 7,38,727 under coaching traffic and an increase of Rs. 71,67,970 under goods traffic.

The decrease in the coaching traffic was chiefly due to the plague in the Bombay Presidency and to a certain extent to the despatch of troops to the frontier in 1897.

The increase in the goods traffic was chiefly under "Cotton," "Grain and pulse" and "Oil-seeds," due to a good harvest.

The principal fluctuations in the working expenses were a decrease of Rs. 6,29,106 under "Maintenance of way, works and stations," and increases of Rs. 4,94,462, Rs. 13,94,698 and Rs. 3,89,683 under "Locomotive expenses," "Carriage and wagon expenses" and "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was due to an increase in the credits for old and second-hand material returned to stores and to an improvement in the rate of exchange, as also to the discontinuance of grain compensation allowance. The increase under "Locomotive expenses" was partly due to a larger quantity of coal consumed owing to the increased train-mileage run, and partly to a higher average issue rate on account of the superior quality of coal used in engines; that under "Carriage and wagon expenses," chiefly to debits in connection with the replacement of Cammell's axles and loss by exchange on a large quantity of English stores used during the year; and that under "Special and miscellaneous expenditure," chiefly to increased payments to foreign lines on account of mileage and demurrage, toll, etc., to the increased traffic worked, to the provision of a sum of Rs. 78,300 to meet the first contribution to members who will elect for the new Provident Fund rules and to no contribution being made in 1897 to the Provident Fund.

* Including contribution to the Provident Fund.

Bombay, Baroda and Central India Railway (standard gauge).

16. Compared with the results of 1897, the gross earnings increased from Rs. 1,42,61,293 to Rs. 1,58,62,726 or by Rs. 16,01,433, and as the working expenses were Rs. 6,70,570 less, the net earnings showed an improvement of Rs. 22,72,003, having risen from Rs. 64,70,202 to Rs. 87,42,205.

The principal variations in the gross earnings were a decrease of Rs. 6,33,607 in the coaching traffic and an increase of Rs. 20,46,340 in the goods traffic.

The decrease in the coaching traffic was mainly due to the prevalence of the plague in the Bombay Presidency, and the increase in the goods traffic was chiefly under "Grain and pulse," "Oil-seeds," "Railway plant and rolling-stock" and "Firewood."

The principal fluctuations in the working expenses were a decrease of Rs. 8,79,262 under "Maintenance of way, works and stations," and increases of Rs. 76,124 and Rs. 1,25,741 under "Locomotive expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was due to the contribution from the assets of the Fire Insurance Fund to Revenue towards the cost of renewing Warren girder bridges and to the reduced outlay on that work. The increase under "Locomotive expenses" was chiefly due to the increase in the number of engines replaced; and that under "Special and miscellaneous expenditure," partly to a credit in 1897 for the cost of surveying the Surat-Nandarbar section of the Tápti Valley railway, partly to the settlement of heavy claims for goods damaged, and partly to an increase in the payments to the Great Indian Peninsula railway on the Carnac bridge traffic.

Madras Railway system (standard gauge).

17. Compared with the results of 1897, the gross earnings decreased from Rs. 1,17,38,041 to Rs. 1,09,68,550 or by Rs. 7,69,491, and as the working expenses were Rs. 2,56,033 less, the net earnings showed a decrease of Rs. 5,13,458, having fallen from Rs. 61,15,973 to Rs. 56,02,515.

Of the decrease in the gross earnings, Rs. 5,33,400 were under coaching traffic and Rs. 2,13,633 under goods traffic.

The decrease in the coaching traffic was mainly due to the plague restrictions; and that under goods traffic, to a great extent to the considerable movements of grain in the previous year, probably on account of the famine then prevailing.

The principal fluctuations in the working expenses were decreases of Rs. 1,06,796 and Rs. 1,39,085 under "Locomotive expenses" and "Carriage and wagon expenses," and an increase of Rs. 25,580 under "Traffic expenses." The decrease under "Locomotive expenses" was chiefly due to four new engines having been purchased in the previous year; and that under "Carriage and wagon expenses," chiefly to repairs to a smaller number of vehicles. The increase under the "Traffic expenses" was chiefly due to the mileage allowance paid to the train staff and to a larger issue of stores for wagon covers.

Tápti Valley Railway (standard gauge).

18. The mean mileage worked during the year was 3·05 miles, as the Kankrakhari-Vyára section (35·91 miles) of the line was opened only for goods traffic from the 1st December 1898.

The gross earnings amounted to Rs. 2,836 and the working expenses to Rs. 1,381, leaving Rs. 1,455 as net earnings.

Of the gross earnings, Rs. 2,746 were derived from goods traffic and Rs. 90 from electric telegraph earnings.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Nizam's Guaranteed State Railway system (standard gauge).

19. Compared with the results of 1897, the gross earnings of the entire system increased from Rs. 37,77,154 to Rs. 40,76,673 or by Rs. 2,99,519, and as the working expenses decreased by Rs. 50,874, the net earnings showed an improvement of Rs. 3,50,393, having risen from Rs. 20,19,577 to Rs. 23,69,970.

The principal variations in the gross earnings were a decrease of Rs. 37,782 under coaching and an increase of Rs. 3,20,947 under goods.

The decrease in the coaching traffic was chiefly under third class passengers, due to the prevalence of famine and plague, whereas the increase in the goods earnings occurred under "Merchandise, general" owing to the importation of food grains, chiefly rice and jawar, from Burma and other foreign railways to Secunderabad and Hyderabad, for local consumption, owing to failure of crops, to the increased bookings of castor seeds to the East Coast State and other lines *viâ* Wadi, and to larger despatches of coal to Wadi for the use of the Great Indian Peninsula railway and to the East Coast State and Southern Mahratta railways *viâ* Bezwada.

The principal fluctuations in the working expenses were a decrease of Rs. 90,902 under "Maintenance of way, works and stations," an increase of Rs. 26,852 under "Locomotive expenses," a decrease of Rs. 26,189 under "General charges," and an increase of Rs. 29,814 under "Special and miscellaneous expenditure." The decrease under "Maintenance of way, works and stations" was chiefly due to less renewals and repairs of permanent-way and bridges and tunnels; and the increase under "Locomotive expenses," to a larger consumption of fuel, owing to an increase in the speed of trains and to the inferior quality of coal supplied. The decrease under "General charges" was due to a portion of Home establishment charges being debited to the capital account of the Hyderabad-Godávari Valley railway; while the increase under "Special and miscellaneous expenditure" was mainly due to the debit of a larger amount against "Loss by exchange."

Nágdá-Ujjain Railway (standard gauge).

20. The mean mileage worked during the year was 34·32 miles against 34·67 miles in the previous year.

The gross earnings increased from Rs. 1,04,639 to Rs. 1,29,627 or by Rs. 24,988, and as the working expenses were only Rs. 1,235 more, the net earnings showed an improvement of Rs. 23,753, having risen from Rs. 47,756 to Rs. 71,509.

The principal variations in the gross earnings were a decrease of Rs. 5,874 under coaching traffic and an increase of Rs. 30,667 under goods traffic.

The decrease in the coaching earnings was due to a falling off in the passenger traffic, chiefly third class; and the increase under goods, chiefly to an improvement in the grain and pulse traffic.

The line is worked by the Bombay, Baroda and Central India Railway Company.

The Gaekwar's Petlád Railway (standard gauge).

21. Compared with the results of 1897, the gross earnings decreased from Rs. 64,737 to Rs. 51,121 or by Rs. 13,616, but as the working expenses were Rs. 7,826 less, the net earnings showed a decrease of Rs. 5,790, having fallen from Rs. 33,946 to Rs. 28,156.

Of the decrease in the gross earnings, Rs. 9,572 were in coaching traffic and Rs. 4,187 in goods traffic.

The decrease in the coaching traffic was due to a reduction in the passenger earnings, chiefly third class, and that in the goods, to the falling off in the traffic derived from "Grain and pulse" and "Tobacco."

The line is worked by the Bombay, Baroda and Central India Railway Company.

Bengal and North-Western Railway system (metre gauge).

22. The mean mileage worked during the year 1898 was 888·60 against 815·66 miles in tde previous year. The increase was due to the opening of the Nanpara-Katarnian Ghat (27·08 miles), Gonda-Balrampur-Tulsipur (19·00 miles), Turtipar-Azamgarh (51·35 miles), and Gogra Ghat-Ganeshpur (3·27 miles) branches from the 25th March, 1st June, 8th June and 24th December 1898, respectively.

The gross earnings increased from Rs. 59,93,826 to Rs. 64,76,030 or by Rs. 4,82,204, and as the working expenses were Rs. 1,84,385 more, the net earnings showed an improvement of Rs. 2,97,819 only, having risen from Rs. 33,69,653 to Rs. 36,67,472.

The principal variations in the gross earnings were an increase of Rs. 1,21,149 under coaching traffic, of Rs. 4,19,854 under goods traffic, and a decrease of Rs. 75,957 under steam-boat earnings.

The increase in the coaching earnings was chiefly due to the increase in the mileage worked, to the larger attendance at *melas*, and to the celebration of more Hindu marriages; and that under goods earnings, to the carriage of local rice over longer leads instead of Burma rice which was heavily imported during 1897 owing to the famine, to a demand for wheat in Calcutta for export, to a good production and demand for linseed for export, and to a favourable sugarcane crop and to demands in Cawnpore and up-country for sugar, and in Bengal for molasses. The decrease in the steam-boat earnings was due to less traffic.

The principal increases in the working expenses were Rs. 61,211 under "Maintenance of way, works and stations," Rs. 55,147 under "Locomotive expenses," Rs. 28,447 under "Traffic expenses," and Rs. 29,843 under "Steam-boat service." The increase under "Maintenance of way, works and stations" was due to the carriage of a large quantity of materials for relaying the line and to repairs of damages to bridges caused by floods on the Tirhoot section; that under "Locomotive expenses," to the inclusion of charges for the carriage of revenue stores for the previous years and to the haulage of more coal; that under "Traffic expenses," to the opening of new extensions, and employment of additional staff; and that under "Steam-boat service," to the cost of two boilers and to heavy repairs to flats.

Rajputana-Malwa Railway (metre gauge).

23. Compared with the results of 1897, the gross earnings increased from Rs. 1,84,74,358 to Rs. 2,09,90,393 or by Rs. 25,16,035, and as the working expenses were only Rs. 3,80,829 more, the net earnings were better by Rs. 21,35,206, having risen from Rs. 98,64,421 to Rs. 1,19,99,627.

The principal variations in the gross earnings were increases of Rs. 69,289 under coaching traffic, of Rs. 25,10,535 under goods traffic and a decrease of Rs. 63,789 under miscellaneous.

The increase in the coaching traffic was due partly to the larger attendance at *melas*, partly to the season being considered propitious for Hindu marriages and partly to the withdrawal of the plague restrictions; while that under goods traffic occurred under "Cotton piece goods," due chiefly to the carriage of local traffic as well as inward and outward traffic *viâ* Sábarmatí; under "Grain and pulse" and "Oilseeds," chiefly in the traffic forwarded *viâ* Sábarmatí and *viâ* Godhra and in that exchanged with other foreign lines; and under "Sugar," mainly in the traffic carried locally and in that forwarded to and received from *viâ* Sábarmatí and *viâ* Godhra. The decrease under miscellaneous earnings was due to less receipts on account of hire of vehicles lent to the Ahmedabad-Paránțij railway, to the supervision charges on works of the Nágdá-Ujjain, Ahmedabad-Paránțij and Oodeypore-Chitor railways, and to commission charges on English stores for the Ahmedabad-Paránțij railway having been credited in 1897.

The principal fluctuations in the working expenses were increases of Rs. 46,186 under "Maintenance of way, works and stations," of Rs. 2,16,520 under "Locomotive expenses," of Rs. 62,839 under "Carriage and wagon expenses," and of Rs. 71,359 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was mainly due to heavier outlay on renewal of rails and sleepers and on re laying the line with 50-lb. rails; that under "Locomotive expenses," partly to the increased train-mileage run, partly to the repairs and renewal of locomotive engines, partly to an increase in the rate for castor oil, and partly to more coal having been carried for revenue purposes; that under "Carriage and wagon expenses," to more numerous repairs and heavier renewals of coaching and goods vehicles; and that under "Traffic expenses," partly to an increased rate for castor oil, and partly to the purchase of tarpaulins.

Pálanpur-Deesa Railway (metre gauge).

24. Compared with the results of 1897, the gross earnings fell from Rs. 43,264 to Rs. 38,199 or by Rs. 5,065, and as the working expenses were Rs. 3,902 less, the net earnings showed a decrease of Rs. 1,163 only, having fallen from Rs. 23,126 to Rs. 21,963.

Of the decrease in the gross earnings, Rs. 4,931 were under goods traffic, chiefly due to a falling off in the receipts from "Grain and pulse" and "All other articles of merchandize"

The line is worked by the Bombay, Baroda and Central India Railway Company.

Southern Mahratta Railway system (metre gauge).

25. Compared with the results of 1897, the gross earnings decreased from Rs. 94,08,260 to Rs. 71,70,269 or by Rs. 22,37,991, and as the working expenses were Rs. 3,34,430 less, the net earnings showed a decrease of Rs. 19,03,561, having fallen from Rs. 40,42,622 to Rs. 21,39,061.

The principal decreases in the gross earnings were Rs. 9,11,306 under coaching traffic, and Rs. 12,87,073 under goods traffic.

The decrease in the coaching traffic was chiefly due to the prevalence of the plague; and that under goods traffic, to the abnormal movements of food-stuffs to the famine affected districts during 1897.

The principal variations in the working expenses were a decrease of Rs. 3,70,288 under "Locomotive expenses," and of Rs. 74,536 under "Traffic expenses" and an increase of Rs. 38,838 under "Special and miscellaneous expenditure." The decrease under "Locomotive expenses" was partly due to a write-back in the first-half of 1898 on account of toll over the Kistna bridge and partly to a reduction in the train-mileage run. The decrease under "Traffic expenses" was due to the cessation of compensation allowance for dearness of grain and to the reduction in the train-mileage. The increase under "Special and miscellaneous expenditure" was due to a special outlay incurred in plague operations and to the contribution to the Company's Provident Fund having been charged to working expenses.

South Indian Railway system (metre gauge).

26. The mean mileage worked during the year was 1,113·87 miles against 1,103·38 miles in the previous year. The increase was due to the opening of the Káraikkal-Peralam railway, 14·45 miles, on the 14th March 1898. The Gudur-Nellore section, 23·62 miles, was transferred to the Bezwada-Madras railway from the 1st November 1898.

The gross earnings decreased from Rs. 94,84,083 to Rs. 87,65,343 or by Rs. 7,18,740, and as the working expenses were Rs. 2,27,581 less, the net earnings showed a decrease of Rs. 4,91,159, having fallen from Rs. 44,43,384 to Rs. 39,52,225.

Of the decrease in the gross earnings, Rs. 5,78,856 were in the coaching traffic and Rs. 1,03,892 in the goods traffic.

The decrease in the coaching earnings was due to the plague restrictions, to the unfavourable season which resulted in poor attendance at important local festivals and to the Mahamagham festival which was held at Kumbakonam in the previous year. The decrease in the goods earnings was due to a poor rice-crop in the previous year, and to a decline in the exports of rice not in the husk, owing to a smaller demand from Colombo on account of a cheaper supply from Bengal.

The principal decrease in the working expenses was Rs. 2,40,184 under "Maintenance of way, works and stations," chiefly due to a smaller outlay on the maintenance and renewal of permanent-way and on repairs of stations and buildings.

Assam-Bengal Railway (metre gauge).

27. The mean mileage worked during the year was 291·20 miles against 301·18 miles in the previous year. The decrease was due to the temporary closing of certain sections of the line on account of the earthquake.

The gross earnings increased from Rs. 9,90,640 to Rs. 13,08,124 or by Rs. 3,17,484, but as the working expenses were Rs. 3,35,146 more, the net earnings showed a decrease of Rs. 17,662, having fallen from Rs. 72,214 to Rs. 54,552.

Of the increase in the gross earnings, Rs. 1,97,777 were derived from coaching traffic and Rs. 1,11,350 from goods traffic.

The increase in the passenger earnings was mainly due to the Sitakund and Brahmaputra fairs held in February and March 1898, as also to a general development of the traffic; while that in the goods earnings was due to the carriage of rice to Karimganj and Badarpur, and to an increased traffic in tea.

The principal increase in the working expenses was Rs. 3,46,991 under "Maintenance of way, works and stations," due chiefly to the additional expenditure in repairing the damages caused by the earthquake.

Burma Railways (metre gauge).

28. The mean mileage worked during the year was 936·13 against 887·00 miles in the previous year. The increase was due to the opening of the Mogaung-Myitkyina section (36·63 miles) of the Mu Valley railway and of the Myohaung-Sidaw section of the Mandalay-Kunlon railway (13·00 miles) from the 1st January 1898.

The gross earnings increased from Rs. 86,76,404 to Rs. 89,91,452 or by Rs. 3,15,048, but as the working expenses were Rs. 4,09,200 more, the net earnings showed a decrease of Rs. 94,152, having fallen from Rs. 38,82,675 to Rs. 37,88,523.

Of the increase in the gross earnings, Rs. 15,825 were derived from coaching traffic, Rs. 2,76,081 from goods traffic and Rs. 23,139 from sundries, including electric telegraph and steam-boat.

The increase in the coaching earnings was chiefly due to the introduction of third class accommodation by mail trains, extended use of the value payable system and reduction and simplification of the rates and fares; and that in the goods earnings, to an abnormally good paddy crop in Lower Burma.

The principal increases in the working expenses were Rs. 1,48,271 under "Locomotive expenses," Rs. 82,586 under "Traffic expenses," and Rs. 79,466 under "General charges." The increase in the "Locomotive expenses" was chiefly due to the additional mileage worked, extra trains run, extensive use of coal and increase to the stock of engines. The increase under "Traffic expenses" was chiefly due to the employment of extra station staff for the extension to Myitkyina, to the opening of new stations and to an increase of pay granted to the staff; and that under "General charges," to the charges for the railway police force from the 1st September 1896 to the 3'th September 1898, the cost of which was borne entirely by the Government when the line was worked by the State, being now divided between the State and the Railway.

Deoghur Railway (metre gauge).

29. Compared with the results of 1897, the gross earnings increased from Rs. 30,320 to Rs. 32,099 or by Rs. 1,779, but as the working expenses were Rs. 6,330 more, the net earnings showed a decrease of Rs. 4,551, having fallen from Rs 11,152 to Rs. 6,601.

Of the increase in the gross earnings, Rs. 578 were derived from coaching traffic and Rs. 1,207 from goods traffic.

The increase in the coaching traffic was due to a larger number of pilgrims visiting the shrine at Deoghur, owing to a plentiful harvest; and that under goods traffic, to the increased traffic in general merchandise.

The principal increases in the working expenses were Rs. 3,348 under "Locomotive expenses," and Rs. 1,930 under "Carriage and wagon expenses." The increase under "Locomotive expenses" was chiefly due to thorough repairs to a locomotive; and that under "Carriage and wagon expenses," to repairs to carriages.

Rohilkund and Kumaon Railway system (metre gauge).

30. The mean mileage worked during the year was 277·88 miles against 279·32 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings increased from Rs. 12,51,092 to Rs. 14,96,396 or by Rs. 2,45,304, and as the working expenses were Rs. 32,414 more only, the net earnings showed an improvement of Rs. 2,12,890, having risen from Rs. 5,08,095 to Rs. 7,20,985.

Of the increase in the gross earnings, Rs. 60,062 were derived from coaching traffic and Rs. 1,61,653 from goods traffic.

The increase in the coaching earnings was mainly due to the development of the 3rd class passenger traffic at almost all the stations on the Lucknow-Bareilly section, owing to the improved conditions of the people of the districts served by this railway system, and to the through running of carriages between Lucknow and Kathgodam; and that in the goods earnings, chiefly to an abundant harvest in "Grain and pulse" and to the larger exports of "Sugar, unrefined" and "Firewood."

The principal increases in the working expenses were Rs. 12,479 under "Maintenance of way, works and stations," and Rs. 6,009 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was mainly due to the larger expenditure under "Maintenance and renewal of permanent-way," "Repairs of bridges" and "Repairs of stations and buildings;" and that under "Carriage and wagon expenses," to larger repairs and renewals.

Bengal Dooars Railway (metre gauge).

31. Compared with the results of 1897, the gross earnings decreased from Rs. 2,86,407 to Rs. 2,69,090 or by Rs. 17,317, and as the working expenses were Rs. 13,351 more, the net earnings showed a decrease of Rs. 30,668, having fallen from Rs. 1,45,289 to Rs. 1,14,621.

The decrease in the gross earnings was mainly due to the large falling off of Rs. 14,228 under "Railway materials for construction."

The principal increases in the working expenses were Rs. 9,679 under "Maintenance of way, works and stations" and Rs. 6,424 under "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to improvements made to the embankments, construction of a temporary station and staff quarters at Barnes Ghat, and replacement of signals at Dam Dim and Chalsa; and that under "Special and miscellaneous expenditure," to the interest on amount advanced from extensions capital.

Dibru-Sadiya Railway (metre gauge).

32. Compared with the results of 1897, the gross earnings increased from Rs. 7,74,189 to Rs. 7,81,414 or by Rs. 7,225, and as the working expenses were Rs. 28,503 less, the net earnings showed an improvement of Rs. 35,728, having risen from Rs. 2,46,750 to Rs. 2,82,478.

The principal variations in the gross earnings were a decrease of Rs. 3,061 in the coaching traffic, an increase of Rs. 16,479 in the goods traffic and a decrease of Rs. 6,364 under "Sundries."

The decrease in the coaching earnings was chiefly due to a falling off in the 3rd class passenger traffic, while the increase in the goods earnings was due to an improvement in the coal traffic. The decrease under "Sundries" was mainly in printing and other miscellaneous receipts.

The principal decrease in the working expenses was Rs. 27,512 under "Maintenance of way, works and stations," chiefly due to the extensive replacement of wooden by cast iron sleepers in the previous year.

Ahmedabad-Parántij Railway (metre gauge).

33. The mean mileage worked during the year was 54·59 miles against 28·93 miles in the previous year. The increase was due to the line having been worked throughout the year.

The gross earnings increased from Rs. 69,068 to Rs. 1,49,789 or by Rs. 80,721, but as the working expenses were Rs. 31,549 more, the net earnings showed an improvement of Rs. 49,172 only, having risen from Rs. 36,664 to Rs. 85,836.

Of the increase in the gross earnings, Rs. 37,696 were derived from coaching traffic and Rs. 42,023 from goods traffic. The increase was due to the line having been worked throughout the year.

The line is worked by the Bombay, Baroda and Central India Railway Company.

The Gaekwar's Mehsána Railway (metre gauge).

34. Compared with the results of 1897, the gross earnings increased from Rs. 3,39,125 to Rs. 3,46,491 or by Rs. 7,366, and as the working expenses were Rs. 10,528 less, the net earnings showed an improvement of Rs. 17,894, having risen from Rs. 1,81,158 to Rs. 1,99,052.

The earnings from coaching traffic decreased by Rs. 3,922 and those from goods traffic increased by Rs. 12,003.

The decrease in the coaching earnings was chiefly due to the plague restrictions; and the increase in the goods earnings to the increased traffic in grain and pulse, oilseeds, salt, sugar and timber.

The line is worked by the Bombay, Baroda and Central India Railway Company.

Jodhpore-Bickaneer Railway (metre-gauge).

35. The mean mileage worked was 388·51 miles against 364·00 miles. The increase was due to the opening of the Bickaneer-Khari section, 42·00 miles, from the 2nd June 1898.

The gross earnings rose from Rs. 11,22,658 to Rs. 12,22,727 or by Rs. 1,00,069 on the Jodhpore section, and from Rs. 1,17,010 to Rs 1,37,473 or by Rs. 20,463 on the Bickaneer section; but as the working expenses were Rs. 1,13,911 and Rs. 8,350 more on the Jodhpore and Bickaneer sections, respectively, the net earnings on the former showed a decrease of Rs. 13,842, having fallen from Rs. 7,44,799 to Rs. 7,30,957, and on the latter an improvement of Rs. 12,113 only, having risen from Rs. 65,504 to Rs. 77,617.

On the Jodhpore section, the earnings from coaching traffic decreased by Rs. 4,919 and from goods traffic increased by Rs. 1,02,251, and on the Bickaneer section, the earnings from coaching and goods traffic increased by Rs. 5,004 and Rs. 15,462, respectively. The increase was chiefly due to the import of large quantities of grain on account of the famine.

The principal increase in the working expenses on the Jodhpore section was Rs. 96,256 under "Maintenance of way, works and stations." The increase was due to the charges for depreciation of permanent-way materials on the Luni-Balotra section which is about to be laid with heavier rails. The working expenses on the Bickaneer section slightly increased.

Oodeypore-Chitor Railway (metre gauge).

36. The mean mileage worked during the year was 60·83 miles against 60·39 miles worked in the previous year. The increase was due to the opening of a separate station at Chitorgarh.

The gross earnings increased from Rs. 1,23,175 to Rs. 1,43,822 or by Rs. 20,647, and as the working expenses were only Rs. 3,666 more, the net earnings showed an improvement of Rs. 16,981, having risen from Rs. 42,881 to Rs. 59,862.

Of the increase in the gross earnings, Rs. 3,226 were under coaching traffic and Rs. 17,085 under goods traffic. The increase in the goods earnings was due to the alterations in the goods rates.

The principal variations in the working expenses were a decrease of Rs. 6,809 under "Maintenance of way, works and stations," and increases of Rs. 5,730 under "Locomotive expenses" and Rs. 5,139 under "General charges."

Bhávnagar-Gondal-Junágad-Porbandar, including the Jetalsar Rájkot, Railway (metre gauge).

37. The mean mileage worked during the year was 380·07 miles against 379·69 miles in the previous year. The increase was due to the additions and alterations in the line at Bhávnagar Terminus station and at Porbandar.

The gross earnings decreased from Rs. 20,26,893 to Rs. 18,77,598 or by Rs. 1;49,295, and as the working expenses were Rs. 31,331 less, the net earnings showed a decrease of Rs. 1,17,964, having fallen from Rs. 9,03,801 to Rs. 7,85,837.

The principal decrease of Rs. 1,47,627 was under coaching traffic, and was chiefly due to the prevalence of the plague in the Bombay Presidency.

The principal decreases in the working expenses were Rs. 17,168 under "Locomotive expenses" and Rs. 11,157 under "Traffic expenses." The decrease under "Locomotive expenses" was chiefly due to repairs to a less number of engines and to the adjustment of the cost of one boiler in the previous year; and that under "Traffic expenses," to the exchange compensation allowance being discontinued, to the inclusion in the previous year's accounts of the cost of the traffic staff at the Bhávnagar docks for the steamer service, from October 1895 to December 1896, and to smaller purchases of wagon sheets.

Jámnagar Railway (metre gauge).

38. The mean mileage worked during the year was 54·28 miles against 39·85 miles in the previous year. The increase was due to the working of the line, which was opened on the 8th April 1897, throughout the year.

The gross earnings increased from Rs. 84,476 to Rs. 1,02,945 or by Rs. 18,469, but as the working expenses were Rs. 15,642 more, the net earnings showed an improvement of Rs. 2,827 only, having risen from Rs. 28,954 to Rs. 31,781.

Of the increase in the gross earnings, Rs. 6,580 were derived from coaching traffic and Rs. 11,683 from goods traffic.

The line is worked by the Bhávnagar-Gondal-Junágad-Porbandar Railway Company.

Dhrángadrá Railway (metre gauge).

39. This line, 20·83 miles in length, was opened for traffic on the 1st June 1898, and the mean mileage worked during the year was 12·21 miles.

The gross earnings amounted to Rs. 23,395, the working expenses to Rs. 12,777, and the net earnings to Rs. 10,618.

Of the gross earnings, Rs. 11,838 were derived from coaching traffic, and Rs. 11,287 from goods traffic.

The line is worked by the Bhávnagar-Gondal-Junágad-Porbandar Railway Company.

Statistics of working of the special gauge railways.

40. Statistics of working of the special gauge railways for the year 1898 will be found in statement No. 37A. The general results of working these railways for the past five years are given in statement No. 37B.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1898 as compared with the previous year (details given in Appendix H.)*

Progressive No.	Description of commodity	Quantity.		Earnings.		Quantity.		Earnings.		Progressive No.
		Previous year.	1898	Previous year.	1898.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	5,382,634	5,876,061	1,47,18,985	1,74,28,602	493,427	...	27,09,617	...	1
2	Cotton, raw	625,850	742,721	85,94,014	1,09,44,314	116,871	...	23,50,300	...	2
3	Cotton, manufactured	456,201	520,051	76,19,827	89,49,323	63,850	...	13,29,496	...	3
4	Drugs and chemicals	59,229	62,974	8,42,753	8,51,545	3,745	...	8,792	...	4
5	Dyes and tans	195,211	225,146	19,90,491	21,74,151	29,935	...	1,83,660	...	5
6	Grain and pulse	6,102,560	6,490,978	3,51,79,403	4,05,26,055	388,418	...	53,46,652	...	6
7	Hides and skins	197,443	161,113	24,66,636	18,21,498	...	36,330	...	6,45,138	7
8	Horns	5,120	4,977	57,506	52,395	...	143	...	5,111	8
9	Jute	1,200,335	1,152,100	63,14,584	66,47,416	...	48,285	3,32,832	...	9
10	Lac	41,202	34,549	4,91,155	4,00,045	...	6,653	...	91,110	10
11	Leather, manufactured	12,919	13,161	2,39,033	2,39,057	242	...	24	...	11
12	Liquors	77,170	79,675	9,29,572	9,53,272	2,505	...	28,700	...	12
13	Metals	522,469	499,507	44,37,948	45,34,960	...	22,962	47,012	...	13
14	Oils	413,993	422,387	30,91,042	31,52,662	8,394	...	61,620	...	14
15	Oil-seeds	1,421,654	2,217,716	82,42,520	1,44,16,527	796,062	...	60,74,007	...	15
16	Opium	27,419	25,336	4,76,721	4,47,563	...	2,083	...	29,158	16
17	Paper and paste-board	32,225	37,201	3,80,308	4,10,554	4,976	...	30,246	...	17
18	Provisions	703,099	731,994	64,54,079	65,74,707	28,895	...	1,20,628	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways	786,027	545,347	30,60,139	24,20,416	...	240,680	...	6,39,723	19
20	Salt	1,500,772	1,531,476	87,15,668	88,33,412	30,704	...	1,17,744	...	20
21	Saltpetre, etc.	92,416	82,541	7,20,662	6,27,254	...	9,872	...	93,408	21
22	Silk, raw	3,600	3,274	77,813	66,184	...	326	...	11,629	22
23	Silk, piece-goods	804	771	22,390	23,252	...	33	862	...	23
24	Spices	239,950	242,327	24,61,249	24,89,183	2,377	...	27,934	...	24
25	Stone and lime	773,876	924,942	18,85,982	21,97,156	151,066	...	3,11,174	...	25
26	Sugar	1,097,980	1,320,806	77,73,091	95,49,811	222,826	...	17,76,720	...	26
27	Tea	113,259	116,528	11,77,844	12,17,550	3,269	...	39,706	...	27
28	Timber	748,143	755,508	27,91,150	26,44,615	7,365	...	...	1,46,535	28
29	Tobacco	218,252	200,099	18,81,501	17,18,795	...	18,153	...	1,62,706	29
30	Wool, raw	38,125	40,722	7,99,347	7,98,328	2,597	...	8,981	...	30
31	Wool, manufactured	10,279	11,899	2,07,470	2,46,506	1,620	...	39,036	...	31
32	All other articles of merchandise	2,115,141	2,202,665	1,36,22,135	1,42,99,158	87,524	...	6,77,023	...	32
	TOTAL	25,215,407	27,276,605	14,78,63,018	16,76,61,266	2,061,193	...	1,97,98,248	...	

* Excluding the Deoghur, Mymensingh-Jamalpur-Jagannathganj and Ledo and Tikak-Margherita colliery railways.

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN	474·25	1,238·00	1,712·25	489·62	2,676·12	(a)1,741·81	(a) Including 34·50 miles of the Eastern Bengal State railway and 1·00 mile of the Rajputana-Malwa railway worked over.
II	BENGAL CENTRAL	...	125·01	125·01	21·99	147·00	125·01	
III	BENGAL-NÁGPUR	...	1,067·41	1,067·41	115·49	1,182·90	(b)925·08	(b) Including 0·80 mile of the East Indian railway and 0·85 mile of the Great Indian Peninsula railway worked over.
IV	INDIAN MIDLAND	...	727·35	727·35	90·06	818·31	(c)976·48	
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	13·11	13·11	3·01	16·12	(d) (13·11)	
VI	GODHRA-RUTLAM-NÁGDÁ	...	141·14	141·14	14·80	155·94	141·14	(c) Including V, XXX XXXI and XXXII; also 18·30 miles of the East Indian railway, 1·00 mile of the Oudh and Rohilkhand State railway, 0·13 mile of the Great Indian Peninsula railway and 2·89 miles of the Rajputana-Malwa railway worked over.
VII	WARDHA COAL	...	44·88	44·88	6·04	50·92	(e)(44·88)	
VIII	DHOND-MANMÁD	...	145·44	145·44	14·28	159·72	(e)(145·44)	
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	20·58	20·58	0·96	21·54	(f) (21·47)	
X	WASHERMENPET-ENNÚR SECTION (BEZWADA-MADRAS)	...	8·45	8·45	2·27	10·72	(g) (8·45)	
	TOTAL	474·25	3,531·37	4,005·62	759·42	5,239·29	3,909·52	
	State lines worked by the State.							(d) Included with IV.
XII	NORTH WESTERN	170·49	2,647·15	(h) 2,817·64	675·18	3,663·31	(i)2,842·69	(e) Included with XIX.
XIII	HYDERABAD-SHADIPALLI	...	58·91	58·91	5·34	64·25	58·91	(f) Included with XXXIII.
XIV	OUDH AND ROHILKHAND	...	950·76	950·76	136·43	1,087·19	915·50	(g) Included with XXI.
XV	EASTERN BENGAL	112·21	150·77	262·98	133·16	508·35	257·66	(h) Including 6·12 miles (Meean Meer Chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.
XVI	CALCUTTA PORT COMMISSIONERS'	1·49	7·04	8·53	13·07	28·09	8·53	
XVII	EAST COAST	...	540·62	(j)540·62	(k)83·51	624·13	(l) 546·07	(i) Including XXXVIII; also 13 miles of the East Indian railway, and 2·20 miles of the Delhi-Umballa-Kalka railway worked over, but excluding 6·12 miles used for military traffic only, *vide* remark (h).
XVIII	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS)	...	178·37	178·37	25·94	204·31	(2·79)	
	TOTAL	284·19	4,533·62	4,817·81	1,072·63	6,174·63	4,629·66	
	Lines worked by guaranteed companies.						(m)	
XIX	GREAT INDIAN PENINSULA	461·92	826·08	1,288·00	258·53	2,068·45	1,491·31	(j) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge), see also footnote (l).
XX	BOMBAY, BARODA AND CENTRAL INDIA	131·10	329·80	460·90	116·63	708·64	460·90	
XXI	MADRAS	42·41	796·82	839·23	141·01	1,022·64	(n)857·68	
	TOTAL	635·43	1,952·70	2,588·13	516·17	3,739·73	2,809·89	(k) Including 1·60 mile of metre gauge sidings.
	Assisted companies.							
XXII	DELHI-UMBALLA-KALKA	...	162·24	162·24	17·72	179·96	162·24	(l) Including XVIII and 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0·33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
XXIII	TARKESSUR	...	22·23	22·23	2·93	25·16	22·23	
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	399·80	399·80	32·86	432·66	399·80	
XXV	TÁPTI VALLEY	...	35·91	35·91	2·42	38·33	3·05	
	TOTAL	...	620·18	620·18	55·93	676·11	587·32	
	Lines owned by native states and worked by companies.							
XXVIII	KHÁMGAON	...	7·55	7·55	0·87	8·42	(c) (7·55)	
XXIX	AMRÁOTI	...	5·44	5·44	0·74	6·18	(c) (5·44)	(m) Including VII, VIII, XXVIII and XXIX.
XXX	BÍNA-GOONA	...	71·74	71·74	5·31	77·05	(d)(71·74)	
XXXI	BHOPAL-UJJAIN	...	113·52	113·52	9·15	122·67	(d)(113·52)	(n) Including X and XXXVI.
XXXII	BHOPAL ITÁRSI (NATIVE STATE SECTION)	...	44·28	44·28	8·72	53·00	(d)(44·28)	
XXXIII	THE NIZAM'S GUARANTEED STATE	...	330·13	330·13	39·51	369·64	(o)354·70	(o) Including IX; also 3·10 miles worked over twice by each train and 0·59 mile of the East Coast State railway worked over.
XXXIV	NÁGDÁ-UJJAIN	...	34·32	34·32	1·06	35·38	34·32	
XXXV	THE GAEKWAR'S PETLÁD	...	13·35	13·35	1·77	15·12	13·35	
XXXVI	KOLAR GOLD-FIELDS	...	10·00	10·00	3·84	13·84	(g)(10·00)	
	TOTAL	...	630·33	630·33	70·97	701·30	402·37	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*contd.*

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over	REMARKS.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE—*concld.*							
	Lines owned by native states and worked by state railway agency.							
XXXVII	RÁJPURA-BHÁTINDA . . .	...	107·94	107·94	15·88	123·82	107·94	
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	15·92	15·92	4·59	20·51	(*a*)(15·92)	(*a*) Included with XII.
	TOTAL .	...	123·86	123·86	20·47	144·33	107·94	
	TOTAL STANDARD GAUGE .	1,393·87	11,392·06	12,785·93	2,495·59	16,675·39	12,446·70	
	METRE GAUGE.							
	State lines worked by companies.							
XL	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	...	341·80	341·80	51·92	393·72	888·60	
	COMPANY'S SECTION . . .	...	586·25	586·25	83·22	669·47		
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . .	...	231·17	231·17	31·37	262·54	(*b*)(211·96)	(*b*) Included with LVII.
XLII	RAJPUTANA-MALWA . . .	1·14	1,672·80	1,673·94	(*c*)253·09	1,928·17	1,673·94	(*c*) Including 3·07 miles of main line laid on the standard gauge.
XLIII	PÁLANPUR-DEESA . . .	...	17·28	17·28	1·29	18·57	17·28	
XLIV	SOUTHERN MAHRATTA . . .	...	1,042·04	1,042·04	116·54	1,158·58	(*d*)1,556·20	(*d*) Including XLV, XLVI LXV, LXVI and LXVII; also 2·59 miles of the East Coast State railway worked over.
XLV	GUNTAKAL-MYSORE FRONTIER .	...	119·50	119·50	8·93	128·43	(*e*)(119·50)	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	...	296·00	296·00	28·22	324·22	(*e*)(296·00)	(*e*) Included with XLIV.
XLVII	SOUTH INDIAN	...	1,017·88	1,017·88	132·84	1,150·72	(*f*)1,045·43	(*f*) Including LXXIX.
XLVIII	MÁYAVARAM-MUTCPET . . .	...	53·99	53·99	5·63	59·62	53·99	
XLIX	ASSAM-BENGAL	...	379·25	379·25	41·17	420·42	291·20	
L	BURMA	9·55	926·58	936·13	141·34	1,087·02	936·13	
	TOTAL .	10·69	6,684·54	6,695·23	895·56	7,601·48	6,462·77	
	State lines worked by the State.							
LI	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . .	...	478·47	478·47	82·09	560·56	478·47	
	DACCA SECTION	...	85·92	85·92	14·69	100·61	85·92	
LII	CAWNPORE-BURHWAL (METRE GAUGE LINK)	...	79·60	79·60	6·37	85·97	79·60	
	TOTAL .	...	643·99	643·99	103·15	747·14	643·99	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*contd.*

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	Assisted companies.							
LIV	DEOGHUR	...	4·79	4·79	0·62	5·41	4·79	
LVI	MYMENSINGH-JAMALPUR-JAGANNATH-GANJ		Information not received.			...	...	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	53·92	53·92	4·59	58·51	(*a*) 277·88	(*a*) Including XLI, also 13 miles of the Lucknow Bareilly section worked over.
LIX	BENGAL-DOOARS	...	36·40	36·40	7·23	43·63	36·40	
LX	DIBRU-SADIYA	...	77·50	77·50	9·66	87·16	77·50	
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY	...	7·50	7·50	0·50	8·00	7·50	
LXII	AHMEDABAD-PARÁNTIJ	...	54·59	54·59	6·64	61·23	54·59	
	TOTAL	...	234·70	234·70	29·24	263·94	458·66	
	Lines owned by native states and worked by companies.							
LXIV	THE GAEKWAR'S MEHSÁNA	...	92·63	92·63	11·73	104·36	92·63	
LXV	KOLHÁPUR	...	29·07	29·07	1·70	30·77	(*b*)(29·07)	(*b*) Included with XLIV.
LXVI	YESVANTPUR-MYSORE FRONTIER	...	51·35	51·35	3·57	54·92	(*b*)(51·35)	
LXVII	MYSORE-NANJANGÚD	...	15·25	15·25	1·09	16·34	(*b*)(15·25)	
	TOTAL	...	188·30	188·30	18·09	206·39	92·63	
	Lines owned and worked by native states.							
LXXI	JODHPORE BICKANEER—							
	JODHPORE SECTION	...	320·50	320·50	9·50	330·00	320·50	
	BICKANEER SECTION	...	85·50	85·50	2·00	87·50	68·01	
LXXII	OODEYPORE-CHITOR	...	60·83	60·83	4·37	65·20	60·83	
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*c*)	...	333·84	333·84	42·12	375·96	446·56	(*c*) Including 4·87 miles in dock estates and quarry lines constructed and maintained by the states themselves, also LXXIV, LXXV and LXXVI only in the case of mean mileage worked.
LXXIV	JETALSAR-RÁJKOT	...	46·23	46·23	3·83	50·06	(*d*)(46·23)	
LXXV	JÁMNAGAR (*e*)	...	54·28	54·28	3·14	57·42	(*d*)(54·28)	
LXXVI	DHRÁNGADRA	...	20·83	20·83	1·55	22·38	(*d*)(12·21)	(*d*) Included with LXXIII. (*e*) Including the Bedi Bandar dock estate line, 3·99 miles.
	TOTAL	...	922·01	922·01	66·51	988·52	895·90	
	Foreign lines.							
LXXVIII	WEST OF INDIA PORTUGUESE	...	51·11	51·11	11·85	62·96	51·11	
LXXIX	PONDICHERRY	...	7·80	7·80	2·15	9·95	(*f*)(7·80)	(*f*) Included with XLVII.
LXXX	KÁRAIKKAL-PERÁLAM	...	14·45	14·45	2·13	16·58	14·45	
	TOTAL	...	73·36	73·36	16·13	89·49	65·56	
	TOTAL METRE GAUGE	10·63	8,746·90	8,757·59	1,128·68	9,896·96	8,619·51	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—*concld.*

Mileage of railways open for traffic on the 31st December 1898, and the mean mileage worked during the year—concld.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	SPECIAL GAUGES.							
	State line worked by the State.							
LXXXII	JOGHÍT (2′ 0″)	...	28·50	28·50	1·80	30·20	26·45	
	Assisted companies.							
LXXXIII	DARJEELING-HIMALAYAN (2′ 0″) .	...	51·00	51·00	3·00	54·00	51·00	
LXXXIV	BÁRSI LIGHT (2′ 6″) . . .	...	21·59	21·59	3·22	24·81	21·59	
LXXXV	HOWRAH-AMTA (2′ 0″) . . .	...	28·62	28·62	1·24	29·86	24·15	
LXXXVI	HOWRAH-SHEAKHALLA (2′ 0″) . .	...	(*a*) 21·62	21·62	0·50	22·12	(*a*) 20·80	(*a*) Including 2·00 miles of the Howrah-Amta railway worked over.
LXXXVII	TARAKESHWAR-MAGRA (2′ 6″) . .	...	31·12	31·12	1·66	32·78	31·12	
LXXXVIII	TEZPUR-BALIPARA (2′ 6″) . . .	...	20·00	20·00	1·05	21·05	20·00	
	TOTAL .	...	173·95	173·95	10·67	184·62	168·66	
	Lines owned by native states and worked by companies.							
XCI	THE GAEKWAR'S DABHOI (2′ 6″) .	...	78·80	78·80	5·50	84·30	78·80	
XCII	RAJPIPLA (2′ 6″)	...	19·03	19·03	2·23	21·26	19·03	
	TOTAL .	...	97·83	97·83	7·73	105·56	97·83	
	Line owned by native state and worked by state railway agency.							
XCIV	COOCH BEHAR (2′ 6″) . . .	...	22·22	22·22	2·26	24·48	22·13	
	Line owned and worked by native state.							
XCV	MORVI (2′ 6″)	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES .	...	416·86	416·86	26·46	443·32	409·43	
	TOTAL OF ALL RAILWAYS .	1,404·56	20,555·82	21,960·38	3,650·73	27,015·67	21,475·64	

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	65,005	6,21,070	198,589	7,62,662	1,325,725	12,18,193
II	BENGAL CENTRAL	3,241	6,133	39,144	26,670	56,125	35,940
III	BENGAL-NÁGPUR	5,980	43,581	16,704	41,640	42,602	27,495
IV	INDIAN MIDLAND (*a*)	11,372	1,22,333	45,874	1,76,847	353,230	4,21,721
VI	GODHRA-RUTLÁM-NÁGDÁ	738	3,574	3,010	6,436	3,314	4,563
	TOTAL	86,386	7,96,694	305,321	10,14,255	1,780,996	17,07,912
	State lines worked by the State.						
XII	NORTH WESTERN (*b*)	52,842	4,11,779	180,493	5,83,413	664,202	7,13,771
XIII	HYDERABAD-SHADIPALLI	771	995	5,484	2,610	28,350	8,398
XIV	OUDH AND ROHILKHAND	22,501	1,19,769	72,355	1,69,284	395,268	2,88,328
XV	EASTERN BENGAL	40,499	1,02,261	101,781	1,18,805	685,265	3,05,160
XVI	CALCUTTA PORT COMMISSIONERS' (*c*)	...	...	...	...	...	...
XVII	EAST COAST	4,857	29,902	19,385	29,984	7,970	9,707
	TOTAL	121,470	6,64,703	388,498	9,04,096	1,781,605	13,25,364
	Lines worked by guaranteed companies.						
XIX	GREAT INDIAN PENINSULA (*d*)	107,087	5,22,355	882,562	7,81,044	321,916	5,56,778
XX	BOMBAY, BARODA AND CENTRAL INDIA	142,887	1,41,454	1,302,880	4,01,308	304,803	5,07,298
XXI	MADRAS (*e*)	25,058	2,01,378	112,723	2,56,743	...	...
	TOTAL	275,032	8,65,187	2,297,665	14,39,095	626,809	10,64,071
	Assisted companies.						
XXII	DELHI-UMBALLA-KALKA	8,832	72,876	25,309	82,466	48,267	58,381
XXIII	TARKESSUR	374	330	3,886	1,050	152,380	34,528
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	627	4,676	2,517	6,617	9,234	8,663
XXV	TÁPTI VALLEY (*f*)	...	...	...	...	...	...
	TOTAL	9,833	77,882	31,712	90,733	209,831	1,01,572
	Lines owned by native states and worked by companies.						
XXXIII	THE NIZAM'S GUARANTEED STATE (*g*)	8,780	54,722	35,682	73,228	253,047	1,15,868
XXXIV	NÁGDÁ-UJJAIN	108	242	548	642	441	196
XXXV	THE GAEKWAR'S PETLÁD	145	100	2,399	934	...	...
	TOTAL	9,033	55,064	38,629	74,814	253,488	1,16,064
	Line owned by native state and worked by state railway agency.						
XXXVII	RÁJPURA-BHÁTINDA	4,267	8,912	7,593	8,214	29,333	13,866
	TOTAL	4,267	8,912	7,593	8,214	29,333	13,866
	TOTAL STANDARD GAUGE	506,021	24,68,445	3,069,418	35,31,207	4,681,572	43,28,849

No. 33.

railways during the year ending with the 31st December 1898.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
16,351,541	1,31,33,220	17,940,860	1,57,35,145	20,92,931	1,78,28,076	I	
1,614,475	5,42,066	1,712,985	6,10,809	69,897	6,80,706	II	
2,179,209	10,91,153	2,216,495	12,03,872	1,58,590	13,62,462	III	
1,411,858	12,97,534	1,822,334	20,18,435	4,18,966	24,37,401	IV	(a) Including the Bhopal-Itársi, Bina-Gunja and Bhopal-Ujjain railways.
341,316	1,34,641	348,428	1,49,214	22,045	1,71,259	VI	
21,898,399	1,61,98,614	24,071,102	1,97,17,475	27,62,429	2,24,79,904		
13,685,338	82,59,416	14,591,875	99,68,379	17,71,522	1,17,39,901	XII	(b) Including the Jammu and Kashmir railway (Native state section).
410,815	36,870	445,370	98,873	5,365	1,04,238	XIII	
5,485,906	31,12,507	5,976,030	36,89,888	3,98,354	40,88,242	XIV	
6,195,239	20,19,495	7,022,784	25,45,721	2,82,349	28,28,070	XV	
...	...	...	...	...	...	XVI	(c) There is no passenger traffic on this line.
2,706,041	12,48,504	2,738,253	13,18,097	87,269	14,05,366	XVII	
28,483,339	1,47,26,792	30,774,312	1,76,20,958	25,44,859	2,01,65,817		
12,939,864	36,03,715	14,251,429	54,63,887	15,86,540	70,50,427	XIX	(d) Including the Wardha Coal Dhond-Manmád, Khándesh and Amráoti railways.
11,659,417	19,62,803	13,400,577	30,12,863	6,98,121	37,10,984	XX	
9,121,191	30,33,276	9,258,972	34,91,397	6,07,960	40,99,357	XXI	(e) Including the Washermenpet-Ennúr section (Bezwada-Madras) and Kolar Gold-fields railways.
33,720,472	85,99,794	36,910,978	1,19,68,147	28,92,621	1,48,60,768		
989,273	5,80,669	1,071,681	7,94,392	1,83,518	9,77,910	XXII	
1,062,610	2,43,087	1,219,250	2,79,595	6,193	2,85,788	XXIII	
857,934	3,84,740	870,812	4,04,696	33,952	4,38,648	XXIV	
...	...	...	...	...	...	XXV	(f) Opened to goods traffic only from the 1st December 1898.
2,909,817	12,08,496	3,161,243	14,78,683	2,23,663	17,02,346		
914,526	4,77,848	1,212,105	7,21,676	1,22,003	8,43,679	XXXIII	(g) Including the Bezwada extension (East Coast State railway).
88,914	26,473	90,011	27,553	1,995	29,548	XXXIV	
116,547	20,332	119,091	21,366	2,051	23,417	XXXV	
1,120,057	5,24,653	1,421,207	7,70,595	1,26,049	8,96,644		
850,334	3,16,315	891,587	3,47,307	32,987	3,80,294	XXXVII	
850,334	3,16,315	891,587	3,47,307	32,987	3,80,294		
88,982,418	4,15,74,664	97,239,429	5,19,03,165	85,82,608	6,04,85,773		

* See also statements Nos. 36 and 36.

STATEMENT

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	METRE GAUGE.						
	State lines worked by companies.						
XL	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	16,495	52,341	24,559	41,640	62,240	42,339
	COMPANY'S SECTION						
XLII	RAJPUTANA-MALWA	18,773	1,22,417	80,429	2,08,686	2,24,684	2,38,458
XLIII	PÁLANPUR-DEESA	640	639	2,333	829	...	...
XLIV	SOUTHERN MAHRATTA (*a*)	16,209	96,486	47,917	1,14,001	...	...
XLVII	SOUTH INDIAN (*b*)	23,276	82,091	112,138	1,56,568	...	...
XLVIII	MÁYAVARAM-MUTUPÉT	396	391	5,345	2,664	...	...
XLIX	ASSAM-BENGAL	3,275	17,265	6,617	14,543	...	...
L	BURMA	28,806	1,02,191	229,094	2,11,117	1,03,649	1,87,902
	TOTAL	107,870	4,73,821	508,432	7,50,048	390,573	4,68,699
	State lines worked by the State.						
LI	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	8,412	60,015	27,906	77,461	182,044	1,27,486
	DACCA SECTION	3,334	4,516	13,160	10,904	93,475	25,661
	TOTAL	11,746	64,531	41,066	88,365	275,519	1,53,147
	Assisted companies.						
LIV	DEOGHUR	950	475	...	...	...	...
LVI	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	...	Information	not received	...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*c*)	4,708	35,303	17,387	60,452	10,714	8,951
LIX	BENGAL-DOOARS	577	1,879	1,508	2,585	1,228	745
LX	DIBRU-SADIYA	4,091	9,210	2,922	3,088	228,950	98,028
LXI	LEDO AND TIRAK-MARGHERITA COLLIERY (*d*)	...	...	...	...	...	...
LXII	AHMEDABAD-PARÁNTÍJ	267	551	1,922	1,833	...	...
	TOTAL	10,593	47,418	23,739	68,558	240,901	1,07,724
	Line owned by native state and worked by company.						
LXIV	THE GAEKWAR'S MEHSÁNA	663	1,228	4,573	4,158	...	...
	TOTAL	663	1,228	4,573	4,158	...	...
	Lines owned and worked by native states.						
LXXI	JODHPORE-BICKANEER—						
	JODHPORE SECTION	1,306	10,465	5,932	13,726	...	...
	BICKANEER SECTION	347	1,427	1,023	1,328	...	...
LXXII	OODEYPORE-CHITOR	410	2,288	1,440	3,522	2,149	2,386
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*e*)	8,453	23,788	58,049	67,932	...	...
	TOTAL	10,516	37,968	66,444	86,508	2,149	2,386
	Foreign lines.						
LXXVIII	WEST OF INDIA PORTUGUESE	1,149	1,458	8,469	3,797	...	...
LXXX	KÁRAIKKAL-PERALAM	219	170	1,080	404	...	...
	TOTAL	1,368	1,628	9,549	4,201	...	...
	TOTAL METRE GAUGE	142,756	6,26,594	653,803	10,01,888	909,142	7,31,956

No. 33—*concld.*

railways during the year ending with the 31st December 1898—concld.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	Remarks.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
						XL	
6,143,734	21,67,613	6,247,028	23,03,933	1,53,063	24,57,896		
9,394,989	48,31,106	9,718,875	54,00,067	8,02,830	62,03,497	XLII	
60,388	10,324	63,356	11,792	2,227	14,019	XLIII	
3,781,643	16,01,365	3,845,669	18,11,852	3,33,900	21,45,752	XLIV	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier, and Mysore-Nanjangud railways.
11,554,212	39,09,600	11,689,626	41,48,259	2,57,979	44,06,238	XLVII	
1,067,539	1,68,760	1,073,280	1,71,815	3,844	1,75,659	XLVIII	
1,208,195	6,51,130	1,218,087	6,82,938	54,682	7,37,620	XLIX	(b) Including the Pondicherry railway.
9,694,987	36,71,933	10,056,536	41,73,143	2,10,917	43 84,060	L	
42,905,582	1 70,11,831	43,912,457	1,87,04,309	1,820,312	2,05,24,741		
						LI	
2,407,637	13,00,584	2,625,999	16,25,546	1,98,847	18,24,393		
1,151,702	3,21,149	1,261,671	3,62,230	20,485	3,82,715		
3,559,339	16.81,733	3,887,670	19,87,776	2,19,332	22,07,108		
188,917	26,081	189,867	26,559	...	26,559	LIV	
...	...	...	...	...	...	LVI	
1,088,214	4,18,769	1,121,023	5,23,475	79,031	6,02,506	LVII	(c) Including the Lucknow-Bareilly section.
145,645	36,503	148,953	41,712	7,991	49,703	LIX	
...	...	235,972	1,10,926	21,440	1,32,366	LX	(d) There is no passenger traffic on this line.
...	...	...	...	...	...	LXI	
250,227	69,102	252,416	71,486	4,582	76,068	LXII	
1,673,003	5,50,458	1,948,236	7,74,158	1,13,044	8,87,202		
496,944	1,20,329	502,180	1,25,715	10,610	1,36,325	LXIV	
496,944	1,20,329	502,180	1,25,715	10,610	1,36,325		
						LXXI	
666,083	3,95,054	673,321	4,19,215	57,738	4,76,983		
94,001	35,862	95,371	38,617	5,249	43,866		
176,125	77,501	180,124	85,097	5,624	91,321	LXXII	(e) Including the Jetalsar-Bájkot, Jámnagar and Dhrángadra railways.
1,570,263	7,61,921	1,636,765	8,56,041	80,971	9,37,612	LXXIII	
2,506,472	12,73,338	2,585,581	14,00,260	1,49,582	15,49,782		
154,382	30,897	164,000	36,152	6,844	42,996	LXXVIII	
133,262	15,7.2	134,561	16,146	294	16,440	LXXX	
287,644	46,4 0	298,561	52,298	7,138	59,436		
51,428,984	2,06,84,158	53,134,635	2,30,44,546	23,20,048	2,53,64,594		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN . . .	3,270,434	2,57,44,207	15,082	4,20,831	216,370	3,53,024	3,745,184	1,26,91,148
II	BENGAL CENTRAL . . .	76,223	2,11,103	118	168	14,00.	10,651	19,834	18,409
III	BENGAL-NÁGPUR . . .	529,672	39,92,112	391	8,329	32,056	64,034	708,109	4,53,180
IV	INDIAN MIDLAND (*a*) . .	480,054	38,84,087	4,206	25,732	82,470	74,350	3,069	15,498
VI	GODHRA-RUTLAM-NÁGDÁ .	249,004	11,19,848	32	235	8,714	9,043	471	1,136
	TOTAL	4,605,387	3,49,51,357	19,829	4,55,295	353,610	5,11,102	4,476,667	1,31,79,371
	State lines worked by the State.								
XII	NORTH WESTERN . .	2,347,161	2,16,59,879	59,637	10,80,129	725,224	3,20,292	41,066	1,48,535
XIII	HYDERABAD-SHADIPALLI .	84,480	1,08,325	153	100	70,599	5,612	2	1
XIV	OUDH AND ROHILKHAND (*b*) .	1,018,210	44,87,138	4,108	39,540	230,607	98,529	24,173	74,599
XV	EASTERN BENGAL . . .	1,068,317	49,31,014	207	678	96,285	136,276	2,19,733	1,78,034
XVI	CALCUTTA PORT COMMISSIONERS'.	696,129	3,63,389	...	...	...	...	15,569	5,616
XVII	EAST COAST	355,531	9,66,352	3	127	50,041	73,966	6,404	17,240
	TOTAL .	5,569,828	3,25,16,097	64,108	11,20,574	1,172,756	6,34,675	306,947	4,24,025
	Lines worked by guaranteed companies.								
XIX	GREAT INDIAN PENINSULA (*c*)	2,056,019	2,52,56,852	8,358	1,05,208	38,785	24,267	229,257	8,64,599
XX	BOMBAY, BARODA AND CENTRAL INDIA.	1,431,705	1,06,22,635	458	13,666	247,888	1,30,908	48,713	2,35,896
XXI	MADRAS (*d*)	786,082	56,02,154	1,932	75,834	2,996	9,473	170,543	7,58,564
	TOTAL .	4,273,806	4,14,81,641	10,748	2,54,708	289,669	2,24,648	448,513	18,59,059
	Assisted companies.								
XXII	DELHI-UMBALLA-KALKA .	125,112	5,26,836	9,178	62,238	3,608	4,812	4,642	9,788
XXIII	TARKESSUR	21,145	25,578	...	...	844	181	2,660	1,153
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA).	193,927	8,85,074	1,454	32,529	6,024	22,522	5,939	7,496
XXV	TÁPTI VALLEY . . .	858	1,868	...	...	1,879	878	...	..
	TOTAL .	341,042	14,39,356	10,632	94,767	12,355	28,393	13,241	18,437
	Lines owned by native states and worked by companies.								
XXXIII	THE NIZAM'S GUARANTEED STATE (*e*)	268,893	16,40,714	688	10,102	22,753	15,222	342,956	13,80,052
XXXIV	NÁGDÁ-UJJAIN . . .	45,260	98,556	...	...	81	32	468	200
XXXV	THE GAEKWAR'S PETLÁD .	19,079	25,690	...	...	...	...	2	4
	TOTAL .	333,232	17,64,960	688	10,102	22,834	15,254	343,426	13,80 322
	Lines owned by native states and worked by state railway agency.								
XXXVII	RÁJPURA-BHÁTINDA . .	123,131	2,86,780	2,235	17,529	1,524	537	2,747	4,516
	TOTAL .	123,131	2,86,780	2,235	17,529	1,524	537	2,747	4,518
	TOTAL STANDARD GAUGE .	15,246,426	11,24,40,191	108,240	19,52,975	1,852,748	14,14,609	5,501,541	1,68 65,732

No. 34.

during the year ending with the 31st December 1898.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverables.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
28,320	86,262	437,473	8,76,985	498,223	4,07,173	4,096	1,65,628	2,12,373	8,155,182	4,09,57,631	I	
...	...	15,035	8,825	3,185	1,899	2	30	2,786	128,397	2,53,870	II	
8,888	22,100	52,737	1,79,902	118,157	80,096	147	1,411	3,333	1,449,657	48,04,497	III	
191	616	59,472	1,34,923	140,310	35,942	413	17,212	5,819	770,185	41,94,179	IV	(a) Including the Bhopal-Itárai, Rina-Goona and Bhopal-Ujjain railways.
7,836	12,414	1,657	2,496	11,732	13,063	48	532	960	278,994	11,59,727	VI	
44,235	1,21,392	566,374	12,03,131	711,607	5,38,173	4,706	1,84,813	2,25,270	10,782,415	5,13,69,904		
6,463	18,211	202,768	4,70,911	1,028,540	8,30,983	5,760	2,24,177	2,39,355	4,416,619	2,50,01,471	XII	
...	...	3	2	6,182	1,831	3	2	629	161,422	1,16,502	XIII	
7,150	22,023	32,823	1,04,296	297,095	92,190	452	12,908	18,263	1,614,618	40,49,486	XIV	(b) Including the Cawnpore-Barhwal railway (metre gauge link)
...	...	89,650	62,786	38,708	52,337	217	1,823	62,451	1,513,117	54,25,391	XV	
...	...	...	...	...	...	...	...	—3,819	711,698	3,65,187	XVI	
...	...	38,107	69,211	47,393	34,633	24	598	14,285	497,503	11,76,412	XVII	
13,613	40,234	363,351	7,07,206	1,417,918	10,20,974	6,456	2,39,508	3,31,165	8,914,977	3,70,34,458		
75	92	224,509	4,97,024	278,855	4,24,568	10,160	1,85,936	43,065	2,846,018	2,74,61,611	XIX	(c) Including the Wardhá Coal, Bhond-Manmád, Khámgaon and Amraoti railways.
1,640	2,710	52,919	1,04,160	66,544	75,886	17,015	3,28,784	17,536	1,866,882	1,15,92,181	XX	
...	...	15,345	35,036	195,562	1,20,463	1,370	29,592	21,145	1,173,830	66,52,261	XXI	(d) Including the Madras-Beyváda section (Beyvada-Madras railway) and Kolar Gold fields railway.
1,715	2,802	293,773	6,36,220	540,961	6,20,917	28,545	5,44,312	81,746	5,886,730	4,57,06,053		
...	...	...	...	...	...	622	8,824	4,267	143,162	6,16,769	XXII	
...	...	3	1	1,544	489	...	...	88	26,196	27,430	XXIII	
436	1,131	...	...	...	...	47	941	1,133	207,827	9,50,826	XXIV	
...	...	...	...	...	...	...	...	...	2,707	2,746	XXV	
436	1,131	3	1	1,544	489	669	9,765	5,488	379,922	15,97,831		
79	285	32,786	49,536	128,406	27,082	306	7,449	14,785	796,867	31,45,227	XXXIII	(e) Including the Beyvada extension (East Coast State railway).
...	...	...	...	...	...	4	21	444	45,813	99,319	XXXIV	
...	...	972	137	8	1	304	465	109	20,365	26,406	XXXV	
79	285	33,758	49,673	128,414	27,083	614	7,935	15,338	863,045	32,70,952		
...	...	263	353	17,223	4,541	73	521	1,206	147,196	3,15,985	XXXVII	
...	...	261	353	17,223	4,541	73	521	1,206	147,196	3,15,985		
60,078	1,65,844	1,256,525	25,96,584	2,817,667	22,12,177	41,063	9,86,858	6,60,213	26,974,285	13,92,95,183		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
XL	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION .	755,506	29,89,524	26	83	63,750	86,675	34,861	52,525
	COMPANY'S SECTION .								
XLII	RAJPUTANA-MALWA . .	1,551,680	1,37,28,852	6,477	1,13,122	55,121	64,006	20,264	65,448
XLIII	PÁLANPUR-DEESA . .	18,233	23,414	129	211	...	...	4	1
XLIV	SOUTHERN MAHRATTA (*a*) .	794,066	44,99,930	1,137	19,422	20,742	26,610	4,072	18,445
XLVII	SOUTH INDIAN (*b*) . .	804,484	36,31,739	314	3,004	114,214	15,141	13,144	17,596
XLVIII	MÁYAVARAM-MUTUPET . .	53,447	61,757	6	20	4,254	987	111	48
XLIX	ASSAM-BENGAL . . .	59,994	3,24,210	38	223	380,784	1,74,199	5,694	13,139
L	BURMA	837,904	40,08,703	1,027	24,156	119,946	1,05,387	316	398
	TOTAL .	4,874,714	2,92,67,629	9,154	1,60,241	759,511	4,73,005	78,466	1,67,600
	State line worked by the State.								
LI	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaonia-Dharlla, 2′ 6″ gauge, branch).	480,050	29,32,193	4	68	30,613	46,533	11,265	37,507
	DACCA SECTION . .	61,080	1,65,312	...	...	2,774	2,986	1,601	2,918
	TOTAL .	541,130	30,97,505	4	68	33,387	49,519	12,866	40,425
	Assisted companies.								
LIV	DEOGHUR	12,590	5,450		...	...	...	...	...
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ.								Information
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION). (*d*)	268,838	6,95,686	561	3,671	20,434	10,394	122	171
LIX	BENGAL DOOARS . . .	24,542	1,84,100	...	...	72,245	7,322	720	2,782
LX	DIBRU-SADIYA . . .	42,442	2,76,073	...	...	...	...	190,606	3,32,879
LXI	LEDO AND TIRAK-MARGHERITA COLLIERY.	15,593	15,930	...	...	...	...	1,93,381	39,383
LXII	AHMEDABAD-PARÁNTÍJ .	31,418	68,795	...	...	...	...	...	...
	TOTAL .	395,424	12,45,984	561	3,671	92,679	17,716	384,829	3,75,215
	Line owned by native state and worked by company.								
LXIV	THE GAEKWAR'S MEHSÁNA .	124,169	2,04,285	...	...	125	60	5	7
	TOTAL .	124,169	2,04,285	...	...	125	60	5	7
	Lines owned and worked by native states.								
LXXI	JODHPORE-BIKANEER—								
	JODHPORE SECTION .	118,941	6,84,800	16	259	25,136	23,641	206	739
	BIKANEER SECTION .	33,886	79,676	8	62	927	128	183	355
LXXII	OODEYPORE-CHITOR . .	11,042	50,409	12	147	179	143	...	...
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. (*e*)	253,352	9,64,680	9	67	4,386	3,478	2,594	7,505
	TOTAL .	417,171	17,79,565	45	535	30,628	27,390	2,983	8,599
	Foreign line.								
LXXVIII	WEST OF INDIA PORTUGUESE	43,646	1,09,039	...	4	...	...	...	...
LXXX	KÁRAIKKAL-PEHALAM . .	3,048	2,760	...	...	50	8	...	...
	TOTAL .	46,694	1,11,799	...	4	50	8	...	...
	TOTAL METRE GAUGE .	6,399,302	3,57,06,767	9,764	1,64,519	916,380	5,67,698	479,149	5,91,846

No. 34—*concld.*

during the year ending with the 31st December 1898—concld.

Coal and coke for construction (Home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live-stock.		Rents, miscellaneous, &c., less outstandings irrecoverable.	Total.		Classification No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
1,683	4,192	30,162	47,522	43,266	50,011	36	633	18,000	929,290	32,49,165	XL	
2,505	9,481	90,882	2,14,148	71,821	1,07,663	5,696	73,411	19,891	1,804,449	1,43,95,522	XLII	
...	...	41	10	...	...	18	66	250	18,425	23,052	XLIII	
...	...	38,056	1,99,512	71,570	94,991	363	7,467	19,085	930,006	48,85,482	XLIV	(a) Including the Guntakal Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier and Mysore-Nanjangód railways
...	...	26,352	32,108	616,021	99,234	833	8,231	22,022	1,575,362	88,29,075	XLVII	
...	...	2,733	948	60,270	3,586	24	55	488	121,545	67,869	XLVIII	
3,034	3,008	9,309	12,568	1,686	2,238	4	10	6,144	466,503	5,35,739	XLIX	(b) Including the Pondicherry railway.
1,892	485	36 542	55,179	110,495	91 2[illegible]	5,650	1,56,[illegible]48	10 517	1,113,162	44,52,693	L	
9,164	17,166	234,077	5,61,995	975,092	4[illegible]8,9[illegible]	12,624	2,46,541	96,397	6,952,742	3,14,30,497		
...	...	15,050	38,088	25,812	43,169	70	2,611	18,343	562,364	31,18,512	LI	
...	...	1,210	372	3,962	1,63[illegible]	2	30	3 182	70,629	1,76,483		
...	...	16,260	38,460	29,274	44,852	72	2,641	21,525	632,993	32,94,995		
...	...	303	(c)	...	...	...	...	...	12,893	5,45[illegible]	LIV	(c) Carried free.
not rece	ved.										LVI	
...	...	156	107	24,713	12,139	7	74	5,109	314,831	7,27,601	LVII	(d) Including the Lucknow-Bareilly section.
...	...	...	...	5,117	57[illegible]	...	...	1,274	102,624	1,96,[illegible]52	LIX	
...	...	...	...	4,016	1,375	61	584	284	237,126	6,11,19[illegible]	LX	
...	...	...	...	...	...	...	...	...	208,974	55,313	LXI	
...	...	...	...	226	128	539	2,758	452	32,183	72,133	LXII	
...	...	459	107	34,072	14,216	607	3,416	7,119	908,631	16,67,74[illegible]		
...	...	...	...	796	349	100	259	698	125,195	2,05,65[illegible]	LXIV	
...	...	...	...	796	349	100	259	698	125,195	2,05,65[illegible]		
...	...	4,367	8,678	590	718	30	544	2,414	149,256	7,21,793	LXXI	
...	...	1,541	1,227	61	41	...	...	875	36,556	82,364		
...	...	...	...	77	36	3	12	430	11,313	51,1[illegible]7	LXXII	
16	4	10,107	17,081	7,352	5,607	87	1,354	1,298	277,903	10,01,07[illegible]	LXXIII	(e) Including the Jetalsar-Páikot, Jámnagar and Dhrángadra railways.
16	4	16,015	26,986	8,050	6,402	120	1,910	5 017	475,028	18,56,4[illegible]		
...	...	456	130	2,505	1,438	2	14	313	46,609	1,10,93[illegible]	LXXVIII	
...	...	...	...	3,251	141	3	5	77	6,352	2,991	LXXX	
...	...	456	130	5,756	1,579	5	19	390	52,961	1,13,92[illegible]		
9,180	17,170	267,267	6,27,67[illegible]	1,052,980	516,32[illegible]	13,528	2,54,786	1,31,446	9,147,550	3,85,78,28[illegible]		

* See also statements Nos. 26 and 36.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	NUMBER
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.*	Ton-miles.	General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	8,043,118	23,066,116	71,554,291	1,012,343,333	1,115,016,858	13,616,696	838,747,849
II	BENGAL CENTRAL	121,026	1,055,518	2,123,171	35,365,378	38,665,093	296,164	5,448,294
III	BENGAL-NÁGPUR	618,532	1,456,409	1,868,427	104,932,932	108,876,300	752,557	99,201,085
IV	INDIAN MIDLAND	2,255,314	7,798,007	27,209,418	97,696,690	134,959,429	2,174,804	112,917,473
VI	GODHRA-RUTLAM-NÁGDÁ	43,878	166,095	294,429	12,950,198	13,459,600	112,678	23,755,974
	TOTAL	11,091,868	33,542,145	103,049,736	1,263,293,531	1,410,977,280	16,952,599	1,080,070,675
	State lines worked by the State.							
XII	NORTH WESTERN	7,667,055	30,264,472	45,491,396	701,154,850	784,577,773	11,234,498	769,931,843
XIII	HYDERABAD-SHADIPALLI	15,983	84,445	537,468	7,412,881	8,050,777	14,003	2,237,924
XIV	OUDH AND ROHILKHAND	2,041,912	6,737,550	16,470,283	239,040,559	264,290,304	1,848,484	140,143,963
XV	EASTERN BENGAL	1,518,268	3,776,104	19,519,420	156,214,088	181,027,880	1,135,119	103,207,055
XVI	CALCUTTA PORT COMMISSIONERS'	...	There is no passenger traffic on this line.				...	...
XVII	EAST COAST	336,092	654,233	415,750	103,905,735	105,311,810	466,788	36,588,441
	TOTAL	11,579,310	41,516,804	82,434,317	1,207,728,113	1,343,258,544	14,693,892	1,052,109,226
	Lines worked by guaranteed companies.							
XIX	GREAT INDIAN PENINSULA	9,350,802	40,364,646	35,638,238	362,409,697	447,763,383	8,434,305	602,348,825
XX	BOMBAY, BARODA AND CENTRAL INDIA	2,809,856	16,964,456	32,534,775	167,446,863	219,755,950	4,263,621	259,167,515
XXI	MADRAS	3,447,485	10,219,476	...	277,117,403	290,784,364	3,372,964	114,365,400
	TOTAL	15,608,143	67,548,578	68,173,013	806,973,963	958,303,697	16,070,890	975,881,740
	Assisted companies.							
XXII	DELHI-UMBALLA-KALKA	704,362	2,132,860	2,864,467	40,177,692	45,879,381	1,093,951	10,058,435
XXIII	TARKESSUR	6,689	68,484	2,195,936	15,803,434	18,074,543	32,088	445,775
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	86,086	267,552	554,423	32,831,163	33,739,224	188,051	29,456,015
XXV	TÁPTI VALLEY	Information not available.			...	...	...	28,133
	TOTAL	797,127	2,468,896	5,614,826	88,812,289	97,693,148	1,313,090	39,988,358
	Lines owned by native states and worked by companies.							
XXXIII	THE NIZAM'S GUARANTEED STATE	695,419	3,063,313	8,889,689	45,873,384	58,530,805	568,687	34,603,906
XXXIV	NÁGDÁ-UJJAIN	3,162	16,062	12,520	2,259,116	2,290,860	8,316	1,509,121
XXXV	THE GAEKWAR'S PETLÁD	1,763	32,251	...	1,563,252	1,597,266	9,374	254,223
	TOTAL	700,344	3,111,626	8,911,209	49,695,752	62,418,931	586,377	36,367,250
	Lines owned by native state and worked by state railway agency.							
XXXVII	RÁJPURA-BHÁTINDA	145,639	289,199	887,411	26,992,204	28,314,453	128,560	8,063,381
	TOTAL	145,639	289,199	887,411	26,992,204	28,314,453	128,560	8,063,381
	TOTAL STANDARD GAUGE	39,922,441	148,477,248	269,070,512	3,443,495,852	3,900,966,053	49,751,408	3,192,480,630

* See also statement

No. 35.

railways during the year ending with the 31st December 1898.

GOODS TRAFFIC.

OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).

Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke	Live-stock	Total.*	Classification No.	Remarks.
4,646,430	27,095,201	696,764,871	6,470,686	102,905,791	38,512,686	1,483,836	1,716,627,350	I	
258	834,621	815,350	...	691.592	148,836	124	7,939,075	II	
121,249	5,022,227	24,699,986	1,732,084	14,099,609	3,712,135	9,407	147,997,782	III	
606,219	5,315,825	844,446	48,297	10.574,375	2,198,048	107,858	132,612,541	IV	
3,553	262,716	66,692	876,247	176,206	217,324	3,577	25,362,289	VI	
5,377,709	38,530,590	722.591,345	9,127,314	128,447,573	44,789,029	1,604,802	2,030,539,037		
14,963,096	25,048,077	7,724,567	1,484,030	36,398,616	62,875,354	1,658,385	920,068,968	XII	
742	424,487	30	...	172	103,859	15	2,772,229	XIII	
590,329	6,466,641	3,533,334	1,661,464	8,199,222	58,40,843	83,940	166,519,736	XIV	
5,831	10,679,555	7,616,819	...	4,920,354	4,101,499	15,109	130,546,212	XV	
Mileage	not record	ed.		...	...	...	...	XVI	
1,187	5,907,026	747,717	...	5,470,743	2,753,936	1,966	51,471,016	XVII	
15,561,175	48,525,786	19,622,467	3,145,494	54,989,107	75,630,491	1,759,415	1,271,393,161		
1,547,251	2,322,668	53,205,077	8,826	47,714,262	36,023,662	2,176,536	745,359,107	XIX	
130,675	11,639,147	14,538,247	191,298	7,352,458	4.816,135	3,426,427	301,261,902	XX	
522,226	310,274	30,376,904	...	1,708,793	5,572,480	187,860	153,043,942	XXI	
2,200,152	14,279,089	98,120,228	200,124	56,775,513	46,417,277	5,790,823	1,199,664,951		
1,035,493	250,415	550,541	...	...	...	192,506	12,087,390	XXII	
...	16,357	47,748	...	36	20,644	...	530,560	XXIII	
337,961	1,408,534	447,279	52,889	...	...	6,118	31,708,796	XXIV	
...	62,025	...	...	...	...	...	90,158	XXV	
1,373,454	1,737,331	1,045,568	52,889	36	20,644	198,624	44,416,904		
83,248	443,327	77,107,444	9,327	3,645,978	1,499,121	34,918	117,427,990	XXXIII	
...	2,232	15,880	...	...	...	103	1,527,336	XXXIV	
...	...	26	...	9,732	88	4,227	268,296	XXXV	
83,248	445,559	77,123,350	9,327	3,655,710	1,499,209	39,278	119,223,231		
211,581	42,022	297,325	...	27,702	312,'26	3,041	8,987,178	XXXVII	
211,581	42,022	297,325	...	27,702	342,126	3,041	8,987,178		
24,807,319	103,560,377	918,800,283	12,535,148	246,895,646	168,748,776	9,395,983	4,674,224,162		

Nos. 25 and 26.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	PASSENGER TRAFFIC. NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE). 1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.*	OTHER COACHING TRAFFIC. Ton-miles.	NUMBER General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XL	BENGAL AND NORTH WESTERN—TIRHOOT SECTION . .	469,313	785,821	1,623,807	208,043,645	210,922,586	711,984	96,971,610
	COMPANY'S SECTION . .							
XLII	RAJPUTANA-MALWA . .	1,765,718	6,883,147	15,326,020	466,124,306	490,104,191	5,115,103	388,096,075
XLIII	PÁLANPUR-DEESA . . .	8,613	20,570	...	881,009	910,192	13,369	306,732
XLIV	SOUTHERN MAHRATTA . .	1,634,737	4,393,710	...	153,773,390	159,801,837	1,432,126	120,259,279
XLVII	SOUTH INDIAN (*a*) . . .	1,346,070	5,305,333	...	376,576,926	383,228,329	896,078	73,199,843
XLVIII	MÁYAVARAM-MUTUPET . .	6,261	85,354	...	16,249,953	16,341,568	9,179	1,251,013
XLIX	ASSAM-BENGAL . . .	217,057	362,646	...	41,672,309	42,252,012	229,782	7,412,816
L	BURMA	1,405,768	6,098,547	9,394,260	265,012,450	281,911,025	895,536	97,543,837
	TOTAL .	6,853,557	23,940,628	26,344,087	1,528,333,988	1,585,472,240	9,503,154	785,041,205
	State line worked by the State.							
LI	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlia, 2' 6" gauge, branch)	843,661	2,354,292	7,956,654	104,492,836	115,647,383	805,626	52,972,121
	DACCA SECTION . . .	61,850	290,159	1,699,965	24,664,240	26,716,214	80,417	3,787,314
	TOTAL .	905,451	2,644,451	9,656,619	129,157,076	142,363,597	886,043	56,759,435
	Assisted companies.							
LIV	DEOGHUR	4,551	...	...	905,912	910,463	...	60,306
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information not available.			...	...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . .	250,662	1,217,736	429,400	36,478,642	38,376,440	242,973	18,294,521
LIX	BENGAL-DOOARS . . .	14,232	35,388	29,644	2,336,202	2,415,466	31,171	573,546
LX	DIBRU-SADIYA	79,878	62,597	...	4,680,362	4,822,837	19,063	1,496,631
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY	Information not available.			...	...	...	...
LXII	AHMEDABAD-PARÁNTIJ . .	7,665	47,716	...	5,896,680	5,952,061	18,217	1,264,035
	TOTAL .	356,988	1,363,437	459,044	410,297,798	52,477,267	311,424	21,689,239
	Line owned by native state and worked by company.							
LXIV	THE GAEKWAR'S MEHSÁNA .	17,553	108,536	...	10,268,041	10,394,130	46,098	3,973,357
	TOTAL .	17,553	108,536	...	10,268,041	10,394,130	46,098	3,973,357
	Lines owned and worked by native states.							
LXXI	JODHPORE-BICKANEER—JODHPORE SECTION . .	111,615	439,245	...	37,925,214	38,476,074	335,225	12,811,298
	BICKANEER SECTION . .	15,213	42,523	...	3,442,777	3,500,513	26,295	1,491,710
LXXII	OODEYPORE-CHITOR . .	26,379	78,998	114,541	7,262,335	7,482,752	28,407	498,550
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . . .	411,542	2,390,114	...	53,405,421	56,207,077	327,663	14,246,026
	TOTAL .	565,249	2,950,880	114,541	102,035,747	105,666,417	717,590	29,047,584
	Foreign line.							
LXXVIII	WEST OF INDIA PORTUGUESE .	23,328	121,504	...	2,372,889	2,517,721	20,834	1,751,554
LXXX	KÁRAIKAL-PERALAM . .	2,718	12,937	...	1,501,834	1,517,489	620	41,899
	TOTAL .	26,046	134,441	...	3,874,723	4,035,210	21,454	1,793,453
	TOTAL METRE GAUGE .	8,724,824	31,142,373	36,574,291	1,823,967,373	1,900,408,861	11,285,763	898,304,273

* See also statements

No. 35—*concld.*

railways during the year ending with the 31st December 1898—concld.

GOODS TRAFFIC. OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Classification No.	Remarks.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live-stock.	Total.		
2,485	4,970,675	2,746,811	330,179	3,646,918	3,767,936	5,426	112,442,040	XL	
1,389,182	4,079,383	2,625,655	669,256	15,116,355	7,345,087	726,117	420,047,110	XLII	
2,206	...	70	...	754	...	310	310,072	XLIII	
144,370	2,215,349	1,049,364	...	13,987,916	7,300,088	44,355	145,000,721	XLIV	
36,695	1,163,435	654,866	...	2,550,742	7,633,399	74,072	85,363,052	XLVII	(a) Including the Pondicherry railway.
144	82,453	2,419	...	69,544	280,079	556	1,686,208	XLVIII	
2,147	13,654,977	619,877	234,876	984,929	174,657	227	23,084,506	XLIX	
297,696	10,282,290	9,346	21,478	3,743,332	9,176,046	1,184,882	122,263,907	L	
1,874,925	36,448,562	7,708,408	1,255,789	40,105,490	35,727,292	2,035,945	910,197,616		
729	3,646,693	1,604,027	...	2,984,875	3,383,064	10,623	64,602,137	LI	
...	234,000	134,816	...	29,187	131,878	113	4,317,308		
729	3,880,693	1,738,843	...	3,014,062	3,514,942	10,736	68,919,445		
...	...	...	...	1,451	...	...	61,757	LIV	
...	...	...	...	...	...	...	...	LVI	
37,082	814,430	7,958	...	8,425	951,414	407	20,114,237	LVII	
...	573,817	18,911	...	...	53,834	...	1,220,108	LIX	
...	...	11,499,210	...	...	93,686	1,958	13,091,685	LX	
...	...	...	...	...	...	...	...	LXI	
...	...	...	...	...	9,260	23,278	1,301,573	LXII	
37,082	1,388,247	11,526,079	...	9,876	1,108,194	30,643	35,789,360		
...	1,374	138	...	...	22,137	2,262	3,999,263	LXIV	
...	1,374	138	...	...	22,137	2,262	3,999,263		
1,540	1,278,421	15,594	...	478,648	40,649	3,392	14,629,542	LXXI	
339	4,962	6,118	...	67,617	2,294	...	1,573,040		
787	10,170	...	...	...	2,563	124	512,194	LXXII	
420	349,835	236,634	175	698,442	635,765	6,429	16,173,726	LXXIII	
3,086	1,643,388	258,346	175	1,244,707	681,271	9,945	32,888,502		
15	...	...	...	959	53,908	68	1,806,504	LXXVIII	
...	595	3	...	...	10,815	34	53,346	LXXX	
15	595	3	...	959	64,723	102	1,859,850		
1,915,837	43,362,864	21,231,877	1,255,964	44,375,094	41,118,559	2,089,633	1,053,654,041		

Nos. 25 and 26.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS. *			GOODS EARNINGS. †			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,78,28,076	3·68	30·33	4,09,57,631	4·84	69·67	5,87,85,707	4·42	8,21,174	0·06
II	BENGAL CENTRAL	6,80,706	2 87	72·84	2,53,870	1·81	27 16	9,34,576	2·48	90,081	0·24
III	BENGAL-NÁGPUR	13,62,462	1·73	22 09	48,04,497	4·14	77·91	61,66,959	3·16	7,12,234	0·37
IV	INDIAN MIDLAND (*a*)	24,37,401	2·95	36 75	41,94,179	3·91	63·25	66,31,580	3·49	1,51,561	0·08
VI	GODHRA-RUTLAM-NÁGDÁ	1,71,259	1·88	12·87	11,59,727	6·77	87·13	13,30,986	5·07	—4,064	—0·01
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,24,79,904	...	...	5,13,69,904	...	...	7,38,49,808	...	17,70,986	...
	State lines worked by the State.										
XII	NORTH WESTERN (*d*)	1,17,39,901	3·03	31·95	2,50,01,472	4·24	68·05	3,67,41,373	3·76	8,40,270	0·09
XIII	HYDERABAD SHADIPALLI	1,04,238	4·52	47·22	1,16,502	3·35	52·78	2,20,740	3·82	1,906 (*f*)	0·03 (*f*)
XIV	OUDH AND ROHILKHAND (*e*)	40,38,242	3·05	45·24	49,49,486	3·29	54·76	90,37,728	3·18	8,13,870	0·31
XV	EASTERN BENGAL	28,28,070	2·69	34·27	54,25,399	5·97	65·73	82,53,469	4·21	4,01,743	0·21
XVI	CALCUTTA PORT COMMISSIONERS'	...	...	...	3,65,187	(*h*)	100·00	3,65,187	(*h*)	63,075	(*h*)
XVII	EAST COAST (*i*)	14,05,366	2·97	54·43	11,76,412	2·55	45·57	25,81,778	2·76	1,16,308	0·12
	TOTAL	2,01,65,817	...	...	3,70,34,458	...	...	5,72,00,275	...	22,37,172	...
	Lines worked by guaranteed companies.										
XIX	GREAT INDIAN PENINSULA (*j*)	70,50,427	1·68	20·43	2,74,61,611	5·22	79·57	3,45,12,038	3·65	3,65,458	0·04
XX	BOMBAY, BARODA AND CENTRAL INDIA	37,10,984	3·33	24·25	1,15,92,181	8·72	75·75	1,53,03,165	6·26	5,59,561	0·23
XXI	MADRAS (*k*)	40,99,357	3·26	38·13	66,52,261	4·95	61·87	1,07,51,618	4·13	2,16,932	0·08
	TOTAL	1,48,60,768	...	...	4,57,06,053	...	...	6,05,66,821	...	11,41,951	...
	Assisted companies.										
XXII	DELHI-UMBALLA-KALKA	9,77,910	2·50	61·32	6,16,769	3·95	38·68	15,94,679	2·69	12,833	0·02
XXIII	TAREKESSUR	2,85,788	4·94	91·23	27,490	4·94	8·77	3,13,278	4·94	779	0·01
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	4,38,648	2·16	31·57	9,50,826	2·59	68·43	13,89,474	2·44	7,300	0·01
XXV	TÁPTI VALLEY	...	...	...	2,746	3·01	100·00	2,746	3·01	90	0·10
	TOTAL	17,02,346	...	...	15,97,831	...	...	33,00,177	...	21,002	...
	Lines owned by native states and worked by companies.										
XXVIII	KHÁMGAON	...	...	...	...	...	...	...	...	...	...
XXIX	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXIII	THE NIZAM'S (GUARANTEED STATE) (*m*)	8,43,679	3·75	21·15	31,45,227	4·35	78·85	39,88,906	4·21	87,767	0·09
XXXIV	NÁGDÁ-UJJAIN	29,548	3·12	22·93	99,319	5·34	77·07	1,28,867	4·59	760	0·03
XXXV	THE GAEKWAR'S PETLÁD	23,417	2·61	47·00	26,406	4·81	53·00	49,823	3·45	1,298	0·09
	TOTAL	8,96,644	...	...	32,70,952	...	...	41,67,596	...	89,825	...
	Line owned by native state and worked by state railway agency.										
XXXVII	RÁJPURA-BHÁTINDA	3,80,294	3·89	54·62	3,15,985	3·07	45·38	6,96,279	3·47	6,358	0·03
	TOTAL	3,80,294	...	...	3,15,985	...	...	6,96,279	...	6,358	...
	TOTAL STANDARD GAUGE (*n*)	6,04,85,773	...	...	13,92,95,183	...	...	19,97,80,956	...	52,67,294	...

(*a*) Including the Bhopal-Itársi, Bina-Goona and Bhopal-Ujjain railways.
(*b*) Represent amounts received by the State as rent from the working railways.
(*c*) Expenditure incurred direct by the State.
(*d*) Including the Jammu and Kashmir railway (Native state section).
(*e*) Including the Cawnpore-Barhwal railway (metre gauge link), except where otherwise stated.
(*f*) Oudh and Rohilkhand State railway only.
(*g*) See foot-note (*h*), statement No. 37.
(*h*) Train-mileage not recorded.
(*i*) Including the Ennûr-Bezwada section (Bezwada-Madras).

No. 36.

week on the standard and metre gauge railways during the year ending with the 31st December 1898.

Total earnings, excluding steam-boat.			Steam-boat earnings.	Gross earnings, including steam-boat. §		Working expenses, including steam-boat, rent of leased lines and contribution to Provident Fund. ‖			Net earnings. §			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital out lay on open line (statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
5,96,06,881	658·10	4·48	1,89,179	5,97,96,060	4·49	1,89,88,790	1·42	31·76	4,08,07,270	3·07	10·24	I
10,24,657	157·64	2·72	...	10,24,657	2·72	6,56,650	1·74	64·08	3,68,007	0·98	2·98	II
68,79,193	143·00	3·53	...	68,79,193	3·53	35,15,339	1·80	51·10	33,63,854	1·72	3·37	III
67,83,141	133·59	3·57	...	67,83,141	3·57	37,46,948	1·97	55·24	30,36,193	1·60	2·66	IV
13,26,922	180·80	5·06	...	13,26,922	5·06	6,78,596	2·59	51·14	6,48,326	2·47	3·68	VI
...	...	...	...	(*b*)79,177	...	(*c*)1,350	..	...	77,827	0·85	1·56	VII
...	...	...	...	(*b*)3,01,940	...	(*c*)12,304	...	...	2,89,636	0·60	2·54	VIII
...	...	...	...	(*b*)95,390	...	...	...	...	95,390	3·54	6·35	IX
7,56,20,794	...	...	189,173	7,62,86,480	...	2,75,99,977	...	...	4,86,86 503	...	...	
3,75,81,643	254·24	3·85	68,433	3,76,50,076	3·85	1,90,54,282	1·95	50·61	1,85,95,794	1·90	3·89	XII
2,22,646	72·68	3·85	...	2,22,646	3·85	1,52,488	2·64	68·49	70,158	1·21	3·82	XIII
98,51,598	190·39	(*f*) 3·47	...	98,51,598	(*f*) 3·46	45,43,871	(*e*) 1·65	46·12	53,07,727	(*f*) 1·81	4·56	XIV
86,55,212	645·24	4·42	26,072	86,81,284	4·43	36,34,130	1·85	41·86	50,47,154	2·58	7·35	XV
4,28,262	965·96	(*h*)	...	4,28,262	(*h*)	2,78,682	(*h*)	65·07	1,49,580	(*h*)	2·09	XVI
26,98,086	95·02	2·89	68,592	27,66,678	2·96	21,15,285	2·26	76·46	6,54,393	0·70	0·88	XVII
5,94,37,447	...	...	1,63,697	5,96,00,544	...	2,97,78,738	...	...	2,98,21,806	...	...	
3,48,77,496	449·75	3·69	...	3,48,77,496	3·69	2,07,50,228	2·20	59·49	1,41,27,268	1·49	5·04	XIX
1,58,62,726	661·86	6·49	...	1,58,62,726	6·49	71,20,521	2·91	44·89	87,42,205	3·58	8·05	XX
1,09,68,550	245·94	4·22	...	1,09,68,550	4·22	53,66,035	2·06	48·92	56,02,515	2·16	4·54	XXI
6,17,08,772	...	...	...	6,17,08,772	...	3,32,36,784	...	...	2 84,71,988	...	...	
16,07,512	191·54	2·71	...	16,07,512	2·71	7,71,606	1·30	48·00	8,35,906	1·41	5·41	XXII
3,14,057	271·68	4·95	...	3,14,057	4·95	1,55,595	2·45	49·55	1,58,462	2·50	8·92	XXIII
13,96,774	67·19	2·45	...	13,96,774	2·45	7,26,322	1·27	52·00	6,70,452	1·18	(*l*) 3·08	XXIV
2,836	18·06	3·11	...	2,836	3·11	1,381	1·51	48·68	1,455	1·60	0·06	XXV
33,21,179	...	...	...	33,21,179	...	16,54,904	...	...	16,66,275	...	...	
...	...	...	...	(*b*) 24,316	...	...	...	...	24,326	1·93	4·66	XXVIII
...	...	...	...	(*b*)40,057	...	(*c*)885	...	...	39,172	1·75	8·62	XXIX
40,76,673	221·02	4·30	...	40,76,673	4·30	18,02,093	1·90	44 20	22 74,580	2·40	5·54	XXXIII
1,29,627	72·64	4·62	...	1,29,627	4 62	58,118	2 07	44·83	71,509	2·55	3·20	XXXIV
51,121	73·64	3·54	...	51,121	3 54	22,965	1·59	44·92	28,156	1·95	3 76	XXXV
42,57,421	...	...	...	43,21,804	...	18,84,061	...	...	24,37,743	...	...	
7,02,637	125·19	3·50	...	7,02,637	3·50	3,86,450	1·93	55·00	3,16,187	1·57	4·72	XXXVII
7,02,637	...	...	...	7,02,637	...	3,86,450	...	...	3,16,187	...	...	
20,50,48,250	...	...	3,52,276	20,59,41,416	...	9,45,40,914	...	...	11,14,00,502	...	...	

(*f*) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.
(*h*) Including the Washermenpet-Erode section (Beswada-Madras) and the Kolar Gold-fields railway.
(*l*) Excluding rebate paid by the North Western State railway.
(*m*) Including the Bezwada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.
(*n*) Including the Cawnpore-Burhwal railway (metre gauge link).

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 34.
‡ See also statements Nos. 23 and 26.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings

December

Classification No.	RAILWAY.	COACHING EARNINGS. *			GOODS EARNINGS. †			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XL	BENGAL AND NORTH WESTERN— TIRHOOT SECTION . . .	24,57,896	3·26	43·07	32,49,165	2·74	56·93	57,07,061	2·51	2,63,053	0·12
	COMPANY'S SECTION . .										
XLII	RAJPUTANA-MALWA . . .	62,03,497	3·01	30·12	1,43,95,522	3·94	69·88	2,05,99,019	3·60	3,91,374	0·07
XLIII	PÁLANPUR-DEESA . . .	14,019	2·11	36·92	23,952	3·77	63·08	37,971	2·92	228	0·02
XLIV	SOUTHERN MAHRATTA (*a*) . .	21,45,752	2·19	30·52	48,85,482	2·64	69·48	70,31,234	2·60	1,39,035	0·05
XLVII	SOUTH INDIAN (*b*) . . .	44,06,238	2·40	53·50	38,29,075	2·52	46·50	82,35,313	2·45	2,64,098	0·08
XLVIII	MÁYAVARAM-MUTUPET . .	1,75,659	1·96	72·13	67,865	2·38	27·87	2,43,528	2·07	2,671	0·02
XLIX	ASSAM-BENGAL (*c*) . . .	7,37,620	4·85	57·93	5,35,739	1·72	42·07	12,73,359	2·75	34,765	0·07
L	BURMA	43,84,060	3·16	49·61	44,52,633	2·72	50·39	88,36,753	2·99	1,30,368	0·04
	TOTAL .	2,05,24,741	...	...	3,14,39,497	...	...	5,19,64,238	...	12,25,592	...
	State line worked by the State.										
LI	EASTERN BENGAL — NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . .	18,24,393	2·82	36·91	31,18,512	3·53	63·09	49,42,905	3·23	51,660	0·03
	DACCA SECTION . . .	3,82,715	2·96	68·44	1,76,483	1·89	31·56	5,59,198	2·51	18,295	0·08
	TOTAL .	22,07,108	...	...	32,94,995	...	...	55,02,103	...	69,955	...
	Assisted companies.										
LIV	DEOGHUR	26,559	1·72	82·97	5,450	0·35	17·03	32,009	2·08	90	0·01
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information not received				...	...	...	...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*d*) . . .	6,02,506	3·52	45·30	7,27,601	2·17	54·70	13,30,107	2·62	1,66,289	0·33
LIX	BENGAL-DOOARS	40,703	2·39	20·22	1,96,052	7·59	79·78	2,45,755	5·27	9,779	0·21
LX	DIBRU-SADIYA	1,32,566	3·05	17·80	6,11,195	3·49	82·20	7,43,561	3·40	37,853	0·17
LXI	LEDO AND TIRAK-MARGHERITA COLLIERY	...	...	...	55,313	3·39	100·00	55,313	3·39	...	...
LXII	AHMEDABAD-PARÁNTIJ . .	76,068	2·14	51·33	72,133	3·50	48·67	1,48,201	2·64	1,588	0·03
	TOTAL .	8,87,202	...	...	16,67,744	...	...	25,54,946	...	2,15,599	...
	Line owned by native state and worked by company.										
LXIV	THE GAEKWAR'S MEHSÁNA . .	1,36,325	2·60	39·86	2,05,658	3·86	60·14	3,41,983	3·21	4,508	0·04
	TOTAL .	1,36,325	...	...	2,05,658	...	...	3,41,983	...	4,508	...
	Lines owned and worked by native states.										
LXXI	JODHPORE-BICKANEER— JODHPORE SECTION . . .	4,76,983	3·08	39·79	7,21,793	3·65	60·21	11,98,776	3·40	23,951	0·07
	BICKANEER SECTION . .	43,866	1·76	34·75	82,364	2·52	65·25	1,26,230	2·19	11,243	0·19
LXXII	OODEYPORE-CHITOR . . .	91,321	2·67	64·09	51,177	4·22	35·91	1,42,498	3·08	1,324	0·03
LXXIII	BHÁVNAGAR-GONDAL-JUNÍGAD-PORBANDAR (*e*)	9,37,612	2·87	48·36	10,01,074	3·79	51·64	19,38,686	3·28	65,252	0·11
	TOTAL .	15,49,782	...	...	18,56,408	...	...	34,06,190	...	1,01,770	...
	Foreign lines.										
LXXVIII	WEST OF INDIA PORTUGUESE .	42,996	1·71	27·93	1,10,938	3·72	72·07	1,53,934	2·80	17,537	0·32
LXXX	KÁRAIKKAL-PERALAM . . .	16,440	1·20	84·61	2,991	2·15	15·39	19,431	1·29	302	0·02
	TOTAL .	59,436	...	...	1,13,929	...	...	1,73,365	...	17,839	...
	TOTAL METRE GAUGE (*g*) .	2,53,64,594	...	...	3,85,78,231	...	...	6,39,42,825	...	16,35,263	...

(*a*) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier and Mysore-Nanjangúd railways.
(*b*) Including the Pondicherry railway.
(*c*) See note (*g*) statement No. 28.
(*d*) Including the Lucknow-Bareilly section.
(*e*) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadra railways.
(*f*) Harbour earnings.
(*g*) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

No. 36—*concld.*

per mile per week on the standard and metre gauge railways during the year ending with the 31st 1898—concld.

Total Earnings, excluding Steam-boat.			Steam-boat Earnings.	Gross Earnings, including Steam-boat. §		Working Expenses, including Steam-boat, Rent of Leased Lines, and Contribution to Provident Fund. ‖			Net Earnings. §			Classification No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter VII).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
59,70,114	129·20	2·52	5,05,916	64,76,030	2·85	28,08,558	1·23	43 37	36,67,472	1·61	5·47	XL
2,09,90,393	241·14	3·67	...	2,09,90,393	3·67	89,90,766	1·57	42·83	1,19,99,627	2 10	9·04	XLII
38,199	42·51	2·94	...	38,199	2·94	16,236	1·25	42·50	21,963	1·69	5·25	XLIII
71,70,269	88·61	2·65	...	71,70,269	2·65	50,31,208	1·86	70·17	21,39,061	0·79	1·72	XLIV
84,99,411	156·35	2·53	...	84,99,411	2·52	46,32,668	1·38	54·51	38,66,743	1·15	5·15	XLVII
2,46,199	87·69	2·09	...	2,46,199	2·09	1,68,572	1·43	68·47	77,627	0·66	3·11	XLVIII
13,08,124	86·39	2·82	...	13,08,124	2·82	12,53,572	2·70	95·83	54,552	0·12	0 13	XLIX
89,67,121	184·21	3·03	24,331	89,91,452	3·04	52,02,929	1·76	57·87	37,88,523	1·28	4·82	L
5,31,89,330	...	...	5,30,247	5,37,20,077	...	2,81,04,509	...	...	2,56,15,568	...	...	
49,94,565	200·74	3·26	4,64,538	54,59,103	3·56	24,50,255	1·60	44·88	30,08,848	1·96	7·23	LI
5,77,493	129·26	2·59	...	5,77,493	2·59	2,98,429	1·34	51·68	2,79,064	1·25	4·12	
55,72,058	...	...	4,64,538	60,36,596	...	27,42,684	...	...	32,87,912	...	...	
32,099	128·87 †	2·08	...	32,099	2·08	25,498	1·64	78·98	6,601	0·43	2·28	LIV
...	...	...	...	...	...	...	...	...	...	...	...	LVI
14,96,396	103·56	2·95	...	14,96,396	2·95	7,75,411	1·53	51·82	7,20,985	1·42	6·20	LVII
2,55,534	135·00	5·48	13,556	2,69,090	5·77	1,54,469	3·31	57·40	1,14,621	2 46	4·30	LIX
7,81,414	188·29	3·57	...	7,81,414	3 57	4,98,936	2·28	63·85	2,82,478	1·29	3·80	LX
55,313	141·83	3·39	...	55,313	3·39	51,561	3·16	93·22	3,752	0·23	0 31	LXI
1,49,789	52·77	2·67	...	1,49,789	2·67	63,953	1·14	42·7	85,836	1·53	4·42	LXII
27,70,545	...	...	13,556	27,84,101	...	15,69,828	...	...	12,14,273	...	...	
3,46,491	71 93	3·28	...	3,46,491	3·28	1,47,439	1·40	42·55	1,99,052	1·88	6·06	LXIV
3,46,491	...	...	...	3,46,491	...	1,47,439	...	...	1,99,052	...	...	
12,22,727	73·37	3·47	...	12,22,727	3·47	4,91,770	1·40	40·22	7,30,957	2·07	10·34	LXXI
1,37,473	38·87	2·38	...	1,37,473	2 38	59,856	1·04	43·54	77,617	1·34	4·09	
1,43,822	45·47	3·11	...	1,43,822	3·11	83,960	1·82	58·38	59,862	1·29	3·65	LXXII
20,03,938	86·30	3·39	...	20,03,938	3·39	11,75,702	1·99	58·67	8,28,236	1·40	3·71	LXXIII
35,07,960	...	...	...	35,07,960	...	18,11,288	...	..	16,96,672	...	...	
1,71,471	64·66	3·12	*f*)49,399	2,20,870	4·02	3,31,015	6·02	149·87	-*1,10,145*	...	...	LXXVIII
19,733	26·26	1·31	...	19,733	1·31	11,878	0·79	60·19	7,855	0·52	1·09	LXXX
1,91,204	...	...	*f*)19 399	2,40,603	...	3,42,893	...	...	- *1,02,290*	...	...	
6,55,78,088	...	...	0,57,740	6,66,35,828	...	3,47,24,641	...	...	3,19,11,187	...	...	

* See also statements Nos. 26 and 33.
† See also statements Nos. 26 and 35.
‡ See also statements Nos. 33 and 36.
§ See also statement No. 26.
‖ See also statements Nos. 36 and 37.

STATEMENT

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAIN
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.										
I	EAST INDIAN(a)	43,95,097	0·33	7·35	58,53,906	0·44	9·79	18,12,058	0·14	3·03	38,87,003
II	BENGAL CENTRAL	1,64,767	0·44	16·08	1,20,203	0·32	11·73	49,263	0·13	4·81	1,29,043
III	BENGAL-NÁGPUR	9,53,316	0·49	13·86	10,14,340	0·53	14·74	2,57,320	0·13	3·74	5,89,138
IV	INDIAN MIDLAND(c)	7,60,278	0·40	11·21	13,57,159	0·72	20·01	3,26,108	0·17	4·81	5,31,138
VI	GODHRA-RUTLAM-NÁGDÁ	1,69,787	0·64	12·79	2,90,776	1·11	21·91	48,989	0·19	3·69	88,195
VII	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
	TOTAL	64,43,245	...	...	86,36,384	...	...	24,93,738	...	...	52,24,517
	State lines worked by the State.										
XII	NORTH WESTERN(e)	57,18,146	0·58	15·19	72,54,788	0·74	19·27	14,80,462	0·15	3·93	28,44,391
XIII	HYDERABAD-SHADIPALLI	51,683	0·89	28·21	50,897	0·88 (g)	22·86	15,529	0·27 (g)	6·98	19,898
XIV	OUDH AND ROHILKHAND(f)	12,49,963	0·44	12·69	13,00,890	0·49	13·21	4,76,129	0·18	4·83	8,23,176
XV	EASTERN BENGAL	8,27,489	0·42	9·53	8,05,806	0·41	9·28	3,20,573	0·17	3·70	10,42,873
XVI	CALCUTTA PORT COMMISSIONERS'	40,548	(i)	9·47	47,950	(i)	11·19	27,341	(i)	6·38	1,31,746
XVII	EAST COAST(j)	5,10,317	0·55	18·45	6,72,427	0·72	24·30	1,33,602	0·14	4·83	3,67,113
	TOTAL	83,95,446	...	...	1,01,32,258	...	...	24,53,636	...	...	52,29,197
	Lines worked by guaranteed companies.										
XIX	GREAT INDIAN PENINSULA(k)	39,78,891	0·42	11·41	74,70,044	0·79	21·42	36,93,204	0·39	10·59	29,91,137
XX	BOMBAY, BARODA AND CENTRAL INDIA	18,02,979	0·74	11·37	25,12,966	1·03	15·84	9,35,296	0·38	5·90	10,10,222
XXI	MADRAS(m)	12,78,668	0·49	11·66	20,63,323	0·80	18·81	4,76,721	0·19	4·35	8,71,137
	TOTAL	70,60,583	...	...	1,20,46,333	...	...	51,05,221	...	...	48,72,496
	Assisted companies.										
XXII	DELHI-UMBALLA-KALKA	...	...	...	Details	inclu	ded	with	the	East	Indian
XXIII	TARKESSUR	21,926	0·35	6·98	29,741	0·47	9·47	9,397	0·15	2·99	19,811
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	3,68,972	0·65	26·42	1,12,580	0·20	8·06	1,44,247
XXV	TÁPTI VALLEY	273	0·30	9·63	537	0·51	18·93	194	0·21	6·83	215
	TOTAL	22,199	...	...	3,99,250	...	...	1,22,171	...	...	1,64,273
	Lines owned by native states and worked by companies.										
XXIX	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXIII	THE NIZAM'S GUARANTEED STATE (n)	4,63,956	0·49	11·38	5,02,132	0·53	12·32	1,28,504	0·13	3·15	2,65,150
XXXIV	NÁGDÁ-UJJAIN	14,888	0·53	11·49	21,123	0·75	16·29	7,416	0·26	5·72	8,275
XXXV	THE GAEKWAR'S PETLÁD	5,569	0·88	10·89	8,347	0·58	16·33	3,124	0·22	6·11	3,374
	TOTAL	4,84,413	...	...	5,31,602	...	...	1,39,044	...	...	2,76,799
	Line owned by native state and worked by state railway agency.										
XXXVII	RÁJPURA-BHÁTINDA	1,11,955	0·56	15·93	1,39,431	0·69	19·84	42,548	0·21	6·03	54,528
	TOTAL	1,11,955	...	...	1,39,431	...	...	42,548	...	...	54,528
	TOTAL STANDARD GAUGE(p)	2,25,20,496	...	...	3,18,85,258	...	...	1,03,56,358	...	...	1,58,21,810

(a) Including the Delhi-Umballa-Kalka railway in the case of details, as they are not given separately in the accounts.
(b) Excluding the working expenses of the Delhi-Umballa-kalka railway (Rs. 7,71,606) which are shown separately against that railway to arrive at the net earnings of that line.
(c) Including the Bhopal-Itárasi, Bina-Goona and Bhopal-Ujjain railways.
(d) Expenditure incurred direct by the State.
(e) Including the Jammu and Kashmir railway (Native state section).
(f) Including the Cawnpore-urhwal railway (metre gauge link) except where otherwise stated.
(g) Oudh and Rohilkhand State railway only.
(h) Calculated on the Oudh and Rohilkhand State railway train-mileage and the total working expenses *minus* Rs. 1,47,218 paid to the Bengal and North-Western and Rohilkund and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.

No. 37.*

gauge railways during the year ending with the 31st December 1898.

RIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount. *	Per train-mile. *	Per cent. on gross earnings. *	Classification No.
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·29	6·50	19,19,163	0·14	3·21	1,47,472	0·01	0·25	17,45,697	0·13	2·92	(b) 1,89,85,790	1·42	31·76	I
0·34	12·59	1,32,794	0·35	12·96	...	...	...	60,580	0·16	5·91	6,56,650	1·74	64·08	II
0·30	8·56	5,83,770	0·30	8·49	...	...	...	1,17,455	0·36	1·71	35,15,339	1·80	51·10	III
0·28	7·83	5,01,810	0·26	7·39	...	...	...	2,70,455	0·14	3·99	37,46,948	1·97	55·24	IV
0·34	6·65	72,925	0·28	5·50	...	...		7,924	0·03	0·60	6,78,596	2·59	51·14	VI
...	...	(d)1,350	...	...	...	...	...	...	...	...	(d)1,350	...	...	VII
...	...	(d)12,304	...	...	...	...	...	...	...	...	(d)12,304	...	...	VIII
...	...	32,24,116	...	...	1,47,472	...	...	22,02 111	...	...	2,75,99,977	...	...	
0·29	7·56	13,15,035	0·14	3·49	40,768	0·01	1·06	4,00,692	0·04	0·11	1,90,54,282	1·95	50·61	XII
0·35	8·94	11,365	0·20	5·10	...	...	...	3,116	0·05	1·40	1,52,488	2·64	68·49	XIII
0·29	8·36	4,35,800	0·15	4·42	...	...	...	2,57,913	0·09	2·61	45,43,871	(h) 1·65	46·12	XIV
0·53	12·01	3,70,531	0·19	4·26	26,454	0·01	0·30	2,40,904	0·12	2·78	36,34,130	1·85	41·86	XV
(i)	30·76	22,564	(i)	5·27	...	...	...	8,538	(i)	2·00	2,78,682	(i)	65·07	XVI
0·39	13·27	3,18,031	0·34	11·50	84,206	0·09	3·04	29,589	0·03	1·07	21,15,285	2·26	76·46	XVII
...	...	24,73,326	...	...	1,51,428	...	...	9,40,747	...	...	2,97,78,738	...	...	
0·32	8·57	13,26,048	0·14	3·80	...	...	...	(l) 12,90,904	0·14	2·70	2,07,56,228	2·20	59·49	XIX
0·41	6·37	5,86,801	0·22	3·38	...	...	...	3,22,257	0·13	2·03	71,20,521	2·91	44·89	XX
0·33	7·94	5,72,964	0·22	5·22	...	...	...	1,03,222	0·03	0·94	53,66,035	2·06	48·92	XXI
...	...	24,35,813	...	...	...	...	...	17,16,383	...	...	3,32,36,784	...	...	
railway.											7,71,606	1·30	48·00	XXII
0·31	6·31	10,480	0·17	3·34	...	...	...	64,240	1·01	20·46	1,55,595	2·46	49·55	XXIII
0·25	10·32	77,934	0·13	5·58	...	...	...	22,589	0·04	1·62	7,26,322	1·27	52·00	XXIV
0·24	7·60	123	0·13	4·33	...	...	...	39	0·04	1·36	1,331	1·51	48·68	XXV
...	...	88,537	...	...	...	...		86,868	...	...	16,54,904	...	...	
...	...	(d)885	...	...				(o)			(d)885	...	...	XXIX
0·28	6·50	2,66,957	0·28	6·55	...	...	...	1,75,394	0·19	4·30	18,02,093	1·90	44·20	XXXIII
0·30	6·38	4,592	0·16	3·54	...	...	...	1,824	0·07	1·41	58,118	2·07	44·83	XXXIV
0·23	6·60	1,805	0·13	3·53	...	...	...	746	0·05	1·46	22,965	1·59	44·92	XXXV
...	...	2,74,239	...	...	...	...	...	1,77,964	...	...	18,84,061	...	...	
0·27	7·76	29,448	0·15	4·19	...	...	...	8,540	0·05	1·22	3,86,450	1·93	55·00	XXXVII
...	...	29,448	...	...	...	...	...	8,540	...	...	3,86,450	...	...	
...	...	85,25,479	...	...	2,98,900	...	...	51,32,613	...	...	9,45,40,914	...	...	

* See also statements Nos. 26 and 36.

(h) Train mileage not recorded.
(j) Including the Ennúr-Bezwada section (Bezwada-Madras).
(k) Including the Wardha-Coal, Dhond-Manmád, Khámgaon and Amráoti railways, but excluding the charges incurred direct by the State.
(l) Including Rs. 4,45,500 on account of rent of leased lines.
(m) Including the Washermenpet-Ennúr section (Bezwada-Madras) and Kolar Gold-fields railway.
(n) Including the Bezwada extension (East Coast State).
(o) Including Rs. 95,390 on account of rent of leased line.
(p) Including the Cawnpore-Burhwal railway (metre gauge link).

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
		Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.										
XL	BENGAL AND NORTH WESTERN— TIRHOOT SECTION . .	7,88,657	0·34	12·18	5,81,698	0·26	8·99	1,45,478	0·06	2·24	4,91,243
	COMPANY'S SECTION . .										
XLII	RAJPUTANA-MALWA . . .	19,41,916	0·34	9·25	32,92,700	0·57	15·69	8,93,098	0·15	4·25	15,88,428
XLIII	PÁLANPUR-DEESA	3,493	0·27	9·14	6,000	0·46	15·71	1,599	0·12	4·19	2,859
XLIV	SOUTHERN MAHRATTA(a) . .	11,87,437	0·44	16·56	15,37,250	0·57	21·44	4,28,407	0·16	5·98	8,30,655
XLVII	SOUTH INDIAN(b)	8,97,751	0·27	10·56	17,09,651	0·51	20·12	5,11,451	0·15	6·02	8,01,885
XLVIII	MÁYAVARAM-MUTUPET . . .	26,096	0·22	10·60	49,752	0·42	20·21	14,378	0·13	6·04	23,332
XLIX	ASSAM-BENGAL (c)	6,02,870	1·30	46·09	2,01,698	0·44	15·42	44,488	0·09	3·40	1,63,902
L	BURMA	12,83,588	0·43	14·28	16,82,617	0·57	18·71	4,28,961	0·14	4·77	9,66,139
	TOTAL .	67,81,808	...	...	90,61,366	...	...	24,68,360	...	...	48,68,443
	State line worked by the State.										
LI	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharka, 2′ 6″ gauge, branch) .	6,48,641	0·42	11·88	5,29,217	0·34	9·69	1,65,264	0·11	3·03	4,55,341
	DACCA SECTION . . .	86,485	0·39	14·98	75,683	0·34	13·11	20,451	0·09	3·54	82,565
	TOTAL .	7,35,126	...	...	6,04,900	...	...	1,85,715	...	...	5,37,906
	Assisted companies.										
LIV	DHOGHUR	4,770	0·31	14·86	9,557	0·62	29·77	2,626	0·17	8·18	5,648
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Information not received					...	...	...	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)(d) . . .	1,87,151	0·37	12·51	1,50,825	0·30	10·08	49,875	0·09	3·33	125,658
LIX	BENGAL-DOOARS	36,486	0·78	13·54	25,548	0·55	9·50	5,165	0·11	1·92	29,663
LX	DIBRU-SADIYA	2,41,070	1·10	30·85	87,947	0·40	11·25	43,580	0·20	5·58	48,309
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY	32,268	1·97	58·34	6,221	0·38	11·25	3,068	0·19	5·55	3,421
LXII	AHMEDABAD-PARÁNTÍJ . . .	13,790	0·25	9·21	23,510	0·42	15·69	6,331	0·11	4·23	11,283
	TOTAL .	5,15,485	...	...	3,03,608	...	...	1,10,645	...	...	2,23,982
	Line owned by native state and worked by company.										
LXIV	THE GAEKWAR'S MEHSÁNA . .	31,734	0·30	9·16	54,415	0·52	15·70	14,541	0·14	4·20	25,977
	TOTAL .	31,734	...	...	54,415	...	...	14,541	...	...	25,977
	Lines owned and worked by native states.										
LXXI	JODHPORE-BIKANEER— JODHPORE SECTION . .	1,76,945	0·50	14·47	1,67,614	0·48	13·71	21,447	0·06	1·76	61,169
	BIKANEER SECTION .	14,450	0·25	10·51	25,422	0·44	18·49	3,132	0·05	2·28	9,696
LXXII	ODEYPORE-CHITOR . . .	28,702	0·62	19·96	26,237	0·57	18·25	3,221	0·07	2·24	12,588
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (e)	2,93,357	0·50	14·64	3,45,010	0·58	17·22	65,639	0·11	3·28	2,15,844
	TOTAL .	5,13,454	...	...	5,64,283	...	...	93,445	...	...	2,99,297
	Foreign line.										
LXXVIII	WEST OF INDIA PORTUGUESE .	53,846	0·95	24·38	82,980	1·51	37·57	16,175	0·29	7·32	49,389
LXXX	KÁRAIKKAL-PERALAM . . .	2,084	0·14	10·56	4,031	0·27	20·43	1,200	0·08	6·08	1,887
	TOTAL .	55,930	...	...	87,011	...	...	17,375	...	...	51,276
	TOTAL METRE GAUGE (g) .	85,83,537	...	...	1,06,75,583	...	...	28,90,081	...	...	60,06,881

(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), Kolhápur, Yesvantpur-Mysore frontier and Mysore-Nanjangúd railways.
(b) Including the Pondicherry railway.
(c) See note (g) statement No. 26.
(d) Including the Lucknow-Bareilly section.
(e) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways.

No. 37—*concld.*

during the year ending with the 31st December 1898—concld.

P.C.		General.			Steam-boat.			Special and Miscellaneous, including rent of leased lines and contribution to the Provident Fund.			Total.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile. *	Per cent. on gross earnings. *	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·22	7·59	4,04,466	0·18	6·24	2,51,363	0·11	3·88	1,45,648	0·06	2·25	23,08,558	1·23	43·37	XL
0·28	7·57	11,25,334	0·20	5·36	...	...	...	1,49,290	0·03	0·71	89,90,766	1·57	42 83	XLII
0·22	7·48	2,017	0·16	5·28	...	...	...	268	0·02	0·70	16,236	1·25	42·50	XLIII
0·31	11·58	8,97,412	0·33	12·52	...	...	...	1,50,047	0·05	2·09	50,31,208	1·86	70·17	XLIV
0·24	9·44	6,19,742	0·18	7·29	...	...	...	92,188	0·03	1·08	46,32,668	1·38	54·51	XLVII
0·20	9·48	18,029	0·15	7·32	...	...	...	36,486	0·31	14·82	1,68,572	1·43	68·47	XLVIII
0·35	12·53	2,27,412	0·49	17·38	...	...	...	13,202	0·03	1·01	12,53,572	2·70	95·83	XLIX
0·33	10·75	6,85,776	0·23	7·63	56,907	0·02	0·63	98,941	0·04	1·10	52,02,929	1·76	57·87	L
...	...	39,80 187	...	...	3,08,275	...	...	6,86,070	...	...	2,81,04,509	...	...	
0·30	8·34	2,44,209	0·16	4·47	3,38,645	0·22	6·20	68,938	0·05	1·27	24,50,255	1·60	44·88	LI
0·37	14·30	24,387	0·11	4·22	...	...	...	8,858	0·04	1·53	2,98,429	1·34	51·68	
...	...	2,68,596	...	...	3,38,645	...	...	77,796	...	...	27,48,684	...	...	
0·36	17·15	2,518	0·16	7·84	...	...	...	370	0·02	1·18	25,498	1·64	78·98	LIV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	LVI
0·25	8·40	1,45,767	0·29	9·74	...	...	...	1,16,135	0·23	7·76	7,75,411	1·53	51·82	LVII
0·64	11·02	28,994	0·62	10·78	20,031	0·43	7·44	8,632	0·18	3·20	1,54,469	3·31	57·40	LIX
0·22	6·18	76,579	0·35	9·80	...	...	...	1,451	0·01	0·19	4,93,036	2·28	63·35	LX
0·21	6·18	3,713	0·23	0·71	...	...	...	2,870	0·18	5·19	51,561	3·16	93·22	LXI
0·20	7·53	7,979	0·14	5·33	...	...	...	1,060	0·02	0·71	63,953	1·14	42·70	LXII
...	...	2,65,550	...	...	20,031	...	...	1,30,527	...	...	15,69,828	...	...	
0·25	7·50	18,334	0·17	5·29	...	...	...	2,438	0·02	0·70	1,47,439	1·40	42·55	LXIV
...	...	18,334	...	...	...	...	...	2,438	...	...	1,47,439	...	...	
0·17	5·00	(e)38,531	0·11	3·15	...	...	...	26,064	0·08	2·13	4,91,770	1·40	40·22	LXXI
0·17	7·05	5,105	0·09	3·72	...	...	...	2,045	0·04	1·49	59,856	1·04	43·54	
0·27	8·75	12,642	0·28	8·79	...	...	...	570	0·01	0·39	83,960	1·82	58·38	LXXII
0·37	10·77	2,12,698	0·36	10·61	...	...	...	43,154	0·07	2·15	11,75,702	1·99	58·67	LXXIII
...	...	2,68,976	...	...	...	...	...	71,838	...	...	18,11,288	...	...	
0·90	22·36	91,164	1·66	41·29	(f)33,366	0·61	15·11	4,075	0·07	1·84	3,31,015	6·02	149·87	LXXVIII
0·12	9·56	1,453	0·10	7·36	...	...	...	1,223	0·08	6·20	11,878	0·79	60·19	LXXX
...	...	92,637	...	...	33,366	...	...	5,298	...	...	3,42,893	...	...	
...	...	48,94,280	...	...	7,00,317	...	...	9,73,962	...	...	3,47,24,641	...	...	

* See also statements Nos. 26 and 36.

(f) Harbour charges.
(e) Excluding the Cawnpore-Burhwal railway (metre gauge link) which is included with the standard gauge.

STATEMENT

Statistics of working of the special gauge railways

Classification No.	Railway.	Mileage open on the 31st December 1898 (from statement No. 20).	Mean mileage worked (from statement No. 23).	Train-mileage.	Total capital outlay on open line to the 31st December 1898, including steam-boat service and suspense (from statement No. 21).	Average cost per mile open, exclusive of steam-boat service and suspense (from statement No. 22).	Total cost of rolling stock on open line on the 31st December 1898.	Cost of rolling stock per mile open.	Total number of passengers carried.	Total tonnage of goods lifted, including live-stock.	Gross	
											Coaching.	Goods.
	2' 6" GAUGE.	Miles.	Miles.	Train-miles.	Rs.	Rs.	Rs.	Rs.	No.	Tons.	Rs.	Rs.
	Assisted companies.											
LXXXIV	BÁRSI LIGHT . . .	21·59	21·59	30,210	13,52,338	62,003	...	...	50,501	45,180	18,757	1,08,537
LXXXVII	TARAKESHWAR-MAGRA (a)	31·12	31·12	73,556	9,44,628	30,160	1,68,687	5,421	371,142	5,640	67,493	6,028
LXXXVIII	TEZPUR-BALIPARA (b) .	20·00	20·00	30,700	4,56,927	22,846	1,48,599	7,430	118,447	3,626	32,467	48,872
	Lines owned by native states and worked by companies.											
XCI	THE GAEKWAR'S DABHOI	78·80	78·80	88,506	21,01,346	26,277	2,32,825	3,539	271,123	62,958	81,981	1,24,714
XCII	RAJPIPLA . . .	19·03	19·03	15,103	8,36,440	43,954	1,51,593	7,966	16,418	4,782	4,042	4,954
	Line owned by native state and worked by State railway agency.											
XCIV	COOCH BEHAR . . .	22·22	22·13	38,374	8,04,423	34,920	1,75,875	7,915	72,698	15,048	26,670	33,008
	Line owned and worked by native state.											
XCV	MORVI	94·36	94·36	169,711	24,79,448	25,782	4,00,226	4,241	275,370	32,627	2,34,078	1,35,926
	TOTAL 2' 6" GAUGE .	287·12	287·03	446,160	89,75,555	30,827	13,27,805	4,625	1,176,199	174,861	4,65,488	4,62,039
	2' 0" GAUGE.											
	State line worked by the State.											
LXXXII	JORHÁT	28·50	26·45	28,226	9,09,445	30,575	2,14,790	7,536	58,319	16,984	11,725	83,157
	Assisted company.											
LXXXIII	DARJEELING-HIMALAYAN	51·00	51·00	158,578	33,65,993	63,064	5,12,404	10,047	61,186	30,975	3,11,911	4,32,142
LXXXV	HOWRAH-AMTA (c) . .	28·62	24·15	51,472	11,30,475	39,499	3,32,526	11,619	629,557	3,627	1,84,739	4,528
LXXXVI	HOWRAH-SHEAKHALLA (c)	21·62	20·80	35,562	6,09,398	28,182	1,64,825	7,624	284,946	2,618	67,979	3,600
	TOTAL 2' 0" GAUGE .	129·74	122·40	273,838	60,15,311	45,620	12,24,545	9,438	1,034,008	54,204	5,76,348	5,23,427
	GRAND TOTAL SPECIAL GAUGE RAILWAYS . . .	416·86	409·43	719,998	1,49,90,866	35,212	25,52,350	6,123	2,210,207	229,065	10,41,836	9,85,466

(a) Constituted a railway from the 19th May 1896.
(b) Constituted a railway from the 3rd May 1898.
(c) Constituted railways from the 7th October 1898.

No. 37-A.

during the year ending with the 31st December 1898.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.			
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.	Classification No.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		
3,027	1,30,321	110	4·31	11,941	23,257	4,824	22,991	39,164	4,035	1,05,762	3·50	81·15	24,559	0·81	1·2	LXXXIV
554	74,075	46	1·00	8,316	11,895	2,455	17,616	12,603	187	53,072	0·72	71·64	21,003	0·28	2·2	LXXXVII
4,407	85,746	82	2·80	18,347	13,260	4,784	15,201	12,762	1,235	65,589	2·14	76·49	20,157	0·66	4·4	LXXXVIII
3,543	2,10,240	51	2·38	44,351	1,24,918	26,330	22,502	13,938	4,743	2,36,832	2·68	112·64	−26,592	...	...	XCI
1,628	10,624	11	0·70	6,248	5,195	1,429	3,335	3,589	...	19,796	1·31	186·32	−9,172	...	...	XCII
6,441	66,123	57	1·72	9,036	5,943	2,780	9,551	2,292	154	29,756	0·77	45·00	36,367	0·95	4·5	XCIV
6,210	3,76,220	77	2·22	39,048	74,514	15,350	41,05	37,655	4,010	2,12,229	1·25	56·41	1,63,991	0·97	6·6	XCV
25,823	9,53,349	64	2·14	1,37,287	2,58,933	57,452	1,32,843	1,22,053	14,414	7,23,036	1·62	75·84	2,30,313	0·52	2·57	
1,070	95,955	70	3·40	23,714	16,456	4,913	18,842	11,036	862	75,823	2·69	79·02	20,135	0·71	2·21	LXXXII
10,527	7,54,530	235	4·76	76,965	1,06,214	44,208	53,135	74,620	23,340	4,13,572	2·60	54·81	3,41,008	2·15	10·13	LXXXIII
250	1,89,520	151	3·68	27,930	23,255	8,951	31,087	19,336	...	1,10,609	2·15	58·36	78,911	1·53	6·98	LXXXV
110	71,690	66	2·01	12,976	9,242	3,582	17,701	11,429	...	54,930	1·54	76·61	16,768	0·47	2·75	LXXXVI
11,988	11,11,750	175	4·06	1,41,635	1,85,167	61,744	1,25,765	1,16,421	24,202	6,54,934	2·39	58·91	4,56,822	1·67	7·50	
37,808	20,65,105	97	2·87	2,78,922	4,44,149	1,19,190	2,58,613	2,38,474	38,616	13,77,970	1·91	66·73	6,87,135	0·96	4·58	

STATEMENT

General results of working the special

Classification No.	RAILWAY.	GROSS EARNINGS, INCLUDING STEAM-BOAT.				
		1894.	1895.	1896.	1897.	1898.
	2′ 6″ GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.
	Assisted companies.					
LXXXIV	BÁRSI LIGHT	...	...	...	...	1,30,321
LXXXVII	TARAKESHWAR-MAGRA	...	...	...	70,063	74,075
LXXXVIII	TEZPUR-BALIPARA	...	...	...	...	85,746
	Lines owned by native states and worked by companies.					
XCI	THE GAEKWAR'S DABHOI	2,40,315	2,34,473	2,58,788	2,20,901	2,10,240
XCII	RAJPIPLA*	...	...	...	5,705	10,624
	Line owned by native state and worked by State railway agency.					
XCIV	COOCH BEHAR	40,280	53,174	70,128	64,261	66,123
	Line owned and worked by native state.					
XCV	MORVI	3,20,348	3,69,972	3,86,883	4,27,483	3,76,220
	TOTAL 2′ 6″ GAUGE	6,00,943	6,57,619	7,15,799	7,88,413	9,53,349
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXXII	JORHÁT	71,933	84,696	89,996	96,186	95,958
	Assisted companies.					
LXXXIII	DARJEELING-HIMALAYAN	6,36,284	7,39,618	7,81,593	7,44,263	7,54,580
LXXXV	HOWRAH-AMTA	...	...	...	...	1,89,520
LXXXVI	HOWRAH-SHEAKHALLA	...*	...	...	...	71,698
	TOTAL 2′ 0″ GAUGE	7,08,217	8,24,314	8,71,589	8,40,449	11,11,756
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	13,09,160	14,81,933	15,87,388	16,28,862	20,65,105

Classification No.	RAILWAY.	MEAN MILEAGE WORKED.				
		1894.	1895.	1896.	1897.	1898.
	2′ 6″ GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.					
LXXXIV	BÁRSI LIGHT	...	...	...	...	21·59
LXXXVII	TARAKESHWAR-MAGRA	...	...	...	31·12	31·12
LXXXVIII	TEZPUR-BALIPARA	...	...	...	...	20·00
	Lines owned by native states and worked by companies.					
XCI	THE GAEKWAR'S DABHOI	71·66	71·66	71·66	75·26	78·80
XCII	RAJPIPLA*	...	...	...	9·59	19·03
	Line owned by native state and worked by State railway agency.					
XCIV	COOCH BEHAR	22·12	22·12	22·12	22·12	22·13
	Line owned and worked by native state.					
XCV	MORVI	94·24	94·36	94·36	94·36	94·36
	TOTAL 2′ 6″ GAUGE	188·02	188·14	188·14	232·45	287·03
	2′ 0″ GAUGE.					
	State line worked by the State.					
LXXXII	JORHÁT	25·83	26·64	26·78	26·64	26·45
	Assisted companies.					
LXXXIII	DARJEELING-HIMALAYAN	51·00	51·00	51·00	51·00	51·00
LXXXV	HOWRAH-AMTA	...	...	...	...	24·15
LXXXVI	HOWRAH-SHEAKHALLA	...	...	...	...	20·80
	TOTAL 2′ 0″ GAUGE	76·83	77·64	77·78	77·64	122·40
	GRAND TOTAL SPECIAL GAUGE RAILWAYS	264·85	265·78	265·92	310·09	409·43

* Opened for traffic from the 1st

No. 37-B.

gauge railways during 1894 to 1898.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	1,05,762	...	...	...	...	24,559	LXXXIV
...	...	...	51,279	53,072	...	...	...	18,784	21,003	LXXXVII
...	...	...	...	65,589	...	...	...	...	20,157	LXXXVIII
1,44,837	1,37,709	1,33,130	1,69,952	2,36,832	95,428	96,764	1,25,658	50,949	*—26,592*	XCI
...	...	...	12,269	19,796	...	...	...	*—6,534*	*—9,172*	XCII
31,704	33,974	31,558	28,917	29,796	8,576	19,200	38,570	35,344	36,367	XCIV
1,77,681	1,69,845	2,05,262	2,15,842	2,12,229	1,42,667	2,00,127	1,81,621	2,11,641	1,63,991	XCV
3,54,372	3,41,528	3,69,950	4,78,229	7,23,036	2,46,671	3,16,091	3,45,849	3,10,184	2,30,313	
60,732	65,976	76,252	82,061	75,823	11,201	18,720	13,744	14,125	20,135	LXXXII
3,77,125	3,80,249	4,23,669	4,11,471	4,13,572	2,59,159	3,59,369	3,57,924	3,32,792	3,41,008	LXXXIII
...	...	...	...	1,10,609	...	...	...	...	78,911	LXXXV
...	...	...	...	54,930	...	...	...	...	16,768	LXXXVI
4,37,857	4,46,225	4,99,921	4,93,532	6,54,934	2,70,360	3,78,089	3,71,668	3,46,917	4,56,822	
7,92,129	7,87,753	8,69,871	9,71,761	13,77,970	5,17,031	6,94,180	7,17,517	6,57,101	6,87,135	

PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE INCLUDING STEAM-BOAT AND SUSPENSE.					
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	
...	...	...	...	81·15	...	...	...	...	1·82	LXXXIV
...	...	...	0·73	71·64	...	...	...	1·98	2·22	LXXXVII
...	...	...	...	76·49	...	...	...	...	4·43	LXXXVIII
60·29	58·73	51·44	76·94	112·64	5·10	5·12	6·56	2·44	...	XCI
...	...	...	214·53	186·33	...	...	...	...	...	XCII
78·71	63·89	45·00	45·00	45·00	1·20	2·62	5·03	4·58	4·52	XCIV
55·46	45·91	53·06	50·49	56·41	6·42	8·34	7·62	8·55	6·61	XCV
58·95	51·93	51·68	59·43	75·84	5·13	6·29	6·83	4·81	2·57	
84·43	77·90	84·73	85·32	79·02	1·37	2·26	1·59	1·57	2·21	LXXXII
59·27	51·41	54·20	55·28	54·81	8·16	11·23	10·80	10·04	10·13	LXXXIII
...	...	...	...	58·36	...	...	...	...	6·98	LXXXV
...	...	...	...	76·61	...	...	...	...	2·75	LXXXVI
61·82	54·01	57·36	59·05	58·91	6·77	9·39	8·90	8·22	7·69	
60·51	53·16	54·80	59·05	66·73	5·87	7·67	7·76	6·21	4·58	

CHAPTER X.

Rates and fares.

N.B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d. and a ton as equivalent to 27·22 maunds.*

Rates for the carriage of coal.

From the 1st August, the rates and conditions for the carriage of coal (with the exception of Singareni coal) for foreign railways and the general public, as shown in schedules A and B to Government of India Circular No. 8 Ry., dated the 4th May 1895, were adopted on the Great Indian Peninsula railway; and from the 1st September, on the Wardha Coal State railway.

Minimum weight for charge for the carriage of bulky foreign railway materials and stores, excluding coal.

2. The provisions of Government of India Circular No. 11 Ry., dated the 3rd March 1898, reducing from 200 to 100 maunds, the minimum weight for charge for the carriage over metre gauge railways of bulky foreign railway materials and stores, excluding coal, were accepted by all the metre gauge railways which have adopted the rates and conditions for the carriage of such materials prescribed in Government of India Circular No. 8 Ry., dated the 4th May 1895.

Ordinary passenger fares and goods rates.

3. Statement No. 38 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1898.

Alterations in rates and fares.

4. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below.

Coaching fares.

East Indian Railway system (standard gauge).

5. From the 1st April, the rates and fares for troops traffic between the principal East Indian railway despatching stations and Umballa Cantonment and Saháranpur were equalized with the Rae-Bareli-Benares route of the Oudh and Rohilkhand State railway; fares for 3rd class passengers and distance for charge for horses, parcels, luggage, etc., were also equalized with this route between Moghal Sarai and stations below and Saháranpur and Umballa.

From the 1st November, considerable reductions were made in the 1st, 2nd, and intermediate class fares between Howrah and Umballa Cantonment and Kalka *viâ* Delhi.

Bengal Central Railway (standard gauge).

6. From the 1st October, the rates charged for fish in open baskets, carried in specially constructed vans, were adjusted on the basis of the charges on the Eastern Bengal State railway.

Bengal-Nágpur Railway (standard gauge).

7. From the 1st February, the charge for engine power for special trains was reduced from Rs. 5 (6*s.*-8*d.*) to Rs. 3 (4*s.*-0*d.*) per mile, the minimum charge being altered to Rs. 200 (£13-6*s.*-8*d.*) against the charge as for 20 miles.

North Western State Railway system (standard gauge).

8. From the 3rd May, the following reduced third class fares were introduced in local trains between Kurrachee City and Londhi, on account of the plague :

Single journey fare	Re 0-1-0 (1*d.*)
Double journey fare	„ 0-1-6 (1·5*d.*)

The through booking of passengers with the Hall Line steamers was discontinued after the 31st December.

Oudh and Rohilkhand State Railway (standard gauge).

9. From the 10th April, the 3rd class single journey fare between Lucknow and Bareilly was reduced from Rs. 1-14-6 (2*s.*-6·5*d.*) to Rs. 1-11-0 (2*s.*-3*d.*).

Eastern Bengal State Railway system (standard, metre and special gauges).

10. From the 1st May, arrangements were made for house to house delivery in Calcutta of luggage and parcels (each package not exceeding two maunds in weight) from Sealdah station.

East Coast State Railway (standard gauge).

11. From the 8th May in local booking, and from the 1st June in through booking, the 3rd class fare was increased from 2 pies (0·167*d.*) to 2½ pies (0·208*d.*) per mile.

Southern Mahratta Railway system (metre gauge).

12. From the 1st September, the third class passenger fares and rates for horses between Poona, Hotgi and stations Guntakal to Harlápur on the main line were slightly reduced, and the third class fares from Guntakal to stations up to Kudatini were increased to the maximum, in order to equalize with the standard gauge route.

Burma Railways (metre gauge).

13. Third class fares on the zonal system were introduced on the 16th January. These fares are calculated on a sliding scale ranging from 3 pies (0·250*d.*) per mile for short distances to 1 pie (0·083*d.*) per mile for long distances, except that no increase has been made to the rate of 2 pies (0·167*d.*) per mile, on the Mu Valley section. From the same date, the 2nd class fare was also revised and is calculated at three times the third class fare with a minimum of 6 pies (0·5*d.*) per mile.

From the 30th May, third class accommodation was provided on mail trains for through passengers from Rangoon, including Pazundaung to Mandalay, Shanzu and Myohaung, and *vice versâ*, and the fare calculated at 50 per cent. more than the third class fare by the zonal system.

Oodeypore-Chitor Railway (metre gauge).

14. From the 1st April, 1st and 2nd class fares were altered from 15 and 8 pies (1·25*d.* and 0·666*d.*) per mile to 18 and 9 pies (1·5*d.* and 0·75*d.*) per mile respectively; and an intermediate class was introduced at 4 pies (0·333*d.*) per mile.

GOODS RATES.

East Indian Railway system (standard gauge).

15. The rate for bones for manure carried 900 miles and over was reduced to $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile to equalize with the

rate to Bombay and Kurrachee, and the rates for food grains other than wheat from Cawnpore to Howrah were also reduced to equalize with those to Bombay.

From the 1st July, the rates to and from Kalka were reduced generally in competition with the cart traffic.

The class rates and rates for certain descriptions of goods from Howrah were equalized with the charges from Bombay to stations Háthras and above.

Bengal Central Railway (*standard gauge*).

16. From the 1st January, the classification in force on the Eastern Bengal State railway was adopted on this railway.

From the 1st December, the minimum weight per consignment, attached to certain special quotations, was reduced to 250 maunds in downward booking and to 100 maunds in upward booking.

Bengal-Nágpur Railway (*standard gauge*).

17. With a view to encourage long distance traffic, the rate for brass manufactured or unmanufactured, including castings when booked from and *viá* Katni and carried to distances of 375 miles and above over this railway, was reduced from $\frac{1}{2}$ to $\frac{1}{3}$rd pie per maund (1·134*d.* to 0·756*d.* per ton) per mile, with effect from the 1st June in local and from the 1st July in through booking. From the 1st December, a further reduction was made in the rate for this article *viá* Katni to Nágpur, *viz.*, from Re. 0-13-3 to Re. 0-12-11 per maund (30*s.* 0·665*d.* to 29*s.* 3·591*d.* per ton), to correspond with the rate on the Great Indian Peninsula railway

In order to equalize the rates for sugar and jaggree quoted by the Great Indian Peninsula railway to Nágpur and *viá* for traffic from the East Indian, Oudh and Rohilkhand State and Rohilkund and Kumaon railway stations, the rates on this railway for these articles were lowered.

Indian Midland Railway system (*standard gauge*).

18. From the 15th February, all goods rates were equalized *viá* Mánikpur between Agra Fort, *viá* Agra Cantonment, and all stations east of Naini junction, including Howrah, with those charged over the East Indian railway *viá* Tundla and Allahabad.

During the year, special rates were quoted for grain and seeds from Cawnpore and *viá* to *viá* Itársi for traffic to Madras, for coal from Bengal collieries *viá* Mánikpur and Ujjain for traffic to Ahmedabad, for piece goods from *viá* Ujjain to Cawnpore and *viá* for traffic from Broach on the Bombay, Baroda and Central India railway, and for tobacco, native raw, from *viá* Ujjain and *viá* Mánikpur and *viá* Cawnpore for traffic from principal stations on the Bombay, Baroda and Central India railway.

North Western State Railway system (*standard gauge*).

19. During the year, arrangements were completed with two leading firms at Kurrachee for the carriage of kerosine oil in bulk over the North Western State railway, and it was agreed that kerosine oil in bulk would be charged on the full carrying capacity of the tank wagons used at the same rates as kerosine oil in tins. In cases where oil tank wagons are supplied by the consignors, a rebate of Rs. 1-8-0 (2*s.* 0*d.*) per diem per wagon will be allowed for the number of days the wagon is absent from the owner's depôt at Kurrachee and is in railway use, including the usual demurrage allowances. Detentions of bulk oil wagons at stations caused by the consignor's own action will not count towards the rebate. The railway will keep such wagons in good order free of charge whilst they are on the railway.

During the year, special reduced rates were quoted to and from certain stations for kapas and cotton seeds, to develop the traffic from the Chenab Colony; for tea in boxes or bags, to equalize the rates to Kurrachee, Bombay

and Howrah and to develop the Indian tea traffic with Central Asia; for country-made sulphuric acid, to divert the road traffic; and for edible grain and common seeds, tin plates and tin sheets, to place Kurrachee on an equal footing with Howrah and Bombay.

Oudh and Rohilkhand State Railway (standard gauge).

20. During the year, the through rates to and from certain stations were reduced for pipes and machinery for waterworks, flour (country), edible grain, pulses and common seeds, brass, copper and copperware, piece-goods, yarn and cotton twist in bales (pressed and bound) or in boxes, German silver and horn combs.

From the 1st July, the rates for 1st and 2nd class goods from *viâ* Moghal Sarai to Lucknow for bookings from Howrah were reduced from Re. 0-5-10 and Re. 0-8-7 to Re. 0-5-6 and Re. 0-8-3 per maund (13*s.* 2·783*d.* and 19*s.* 5·638*d.* to 12*s.* 5·710*d.* and 18*s.* 8 565*d.* per ton), respectively.

From the 1st October, a through wagon rate of Rs. 25-2-9 (33*s.* 4·750*d.*) was introduced for bones from and *viâ* Aligarh to *viâ* Umballa Cantonment in place of the mileage rate of Re. 0-2-6 (2·5*d.*) per wagon per mile.

Eastern Bengal State Railway system (standard, metre and special gauges).

21. The usual slack season rates for jute from Náráyanganj and Dacca section stations, Sirajganj, Chandpur and *viâ* to Calcutta, Chitpore, etc., were not introduced until the 1st January and remained in force up to the 31st July. From the 1st August, the rates were enhanced, but they were again reduced from the 21st November for traffic from Náráyanganj and the Dacca section stations, and from the 1st December, for traffic from Sirajganj and Chandpur and *viâ*.

From the 1st January in local booking, and from the 1st February in through booking, a special railway risk rate for food grains, etc., which is 20 per cent. higher than the owner's risk rate for those commodities, was introduced. This special railway risk rate does not, however, apply in cases where the 1st class ordinary railway risk rate is lower.

From the 1st July, the mineral class rates were made applicable to bangle stone or kunch, or khash in large quantities, cement, iron, ore and pig, stone, wrought or damageable, stone mills of sorts, French chalk and soap stone in large consignments, in conformity with the East Indian railway.

From the 1st October, railway risk rates were adopted for grease in tins, etc., mill stores, plaster of Paris figures, tallow in tins, etc., slates, rough, in tiles or slabs, at the next higher class to that already in force at owner's risk.

East Coast State Railway (standard gauge).

22. During the year, alterations in rates were brought into force for the carriage of salt, sugar, stone, timber, jute, hemp, flax or tow, twist or yarn, cocoanuts bark for tanning tiles, carriages in pieces, cotton, loose, and spirits, country made.

From the 1st June in through booking, a terminal charge of 2 pies per maund (4·537*d.* per ton) was introduced on all classes of goods booked to and from *viâ* Bezwada, including special classes and foreign railway materials and stores.

From the 1st June in local booking, and from the 1st July in through booking, the rates for all the articles previously charged at the special reduced rates of $\frac{1}{10}$th, $\frac{1}{5}$th, $\frac{1}{4}$th and $\frac{1}{3}$rd pie per maund (0·227*d.*, 0·453*d.*, 0·567*d.* and 0·756*d* per ton) per mile were re-adjusted.

From the 1st June in local booking, and from the 1st July in through booking, the minimum rate for all classes of goods, excluding coal, railway materials and stores, has been fixed at 6 pies per maund (13·610*d.* per ton), including terminals.

From the 15th August, a special reduced rate of $\frac{1}{7}$th pie per maund (0·324*d.* per ton) per mile with the usual terminal of 2 pies per maund (4·537*d.*

per ton) was introduced for grain and seeds, common, as also myrabolams in full wagon loads chargeable on the full carrying capacity of the wagons used at owner's risk, declared for shipment and booked from any station either to Cocanada Port or to Vizagapatam Wharf.

From the 15th August, a special concession of charging freight at the rate immediately below that quoted for other stations without terminals was introduced for sea imported goods booked by the railway outward from the Vizagapatam Wharf in local booking.

Great Indian Peninsula Railway system (standard gauge).

23. From the 1st January, the same mileage rate was applied to traffic *viâ* Itársi between Cawnpore and *viâ* and Bombay as was in force between the same stations and Howrah where higher mileage rates were charged.

From the 1st February, all materials and stores (except rolling-stock for the *bonâ fide* construction of the extensions of the Nizam's Guaranteed State railway) booked from Bombay to any station have been charged at the rate of 4 pies (0·333*d.*) per ton per mile subject to a minimum charge as for 81 maunds per truck used.

During the year, special rates were quoted from and to certain stations for hides and skins wet, sago common in consignments of 190 maunds and over, household furniture and effects in full wagon loads, rice and jaggree.

From the 1st November, the following alterations of goods rates and terminal charges were made on the Great Indian Peninsula railway and State lines worked by it :

	Per maund per mile. pies.	Per ton per mile. d.
Ordinary classes of goods—		
1st class	0·44	0·998
2nd class	0·60	1·361
3rd class	0·80	1·814
4th class	0·90	2·041
5th class	1·20	2·722
Special class—		
Miles.		
1 to 125	0·44	0·998
126 to 475	0·33	0·748
476 to 800	0·30	0·680
801 and beyond	0·20	0·454
Terminal charges—		
On all descriptions of traffic except salt received at, and forwarded from, all Bombay stations including Dadar	6	0·220
On all traffic carried for 100 miles or less subject to the differential rule	6	0·220

Bombay, Baroda and Central India Railway system (standard gauge).

24. From the 1st May, a settlement was arrived at between the Great Indian Peninsula, Bombay, Baroda and Central India and Indian Midland railways under which it was agreed that the traffic should be pooled on the following basis :

	To Bombay, Baroda and Central India railway.	To Great Indian Peninsula, Indian Midland and East Indian railways route.
Delhi	⅓rd	⅓rd
Vid Delhi—		
Southern Punjab railway	⅓rd	⅓rd
Delhi-Umballa-Kalka railway	⅓rd	⅓rd
East Indian railway	60 per cent.	40 per cent.
North Western State railway *vid* Ghâziabad	60 per cent.	40 per cent.
East Indian railway and Oudh and Rohilkhand State railway stations comprised in the territorial arrangement	60 per cent.	40 per cent.
Háthras City	60 per cent.	40 per cent.

The actual allotment of stations to the two routes worked out on the basis shown above was as below :

To broad gauge route *viâ* Itársi.	To Bombay, Baroda and Central India railway *viâ* Sábarmati.
1. Stations on the North Western State railway *viâ* Gháziabad, including *viâ* Saháranpur.	1. Delhi (Local).
2. Stations comprised in territorial arrangement.	2. Háthras City (Local).
3. Stations on the Delhi-Umballa-Kalka railway.	3. East Indian railway stations from Chola (Bulandshahr) to Delhi-Shádara.
	4. Stations on the Southern Punjab railway *via* Delhi.

In accordance with the arrangement indicated above, the Bombay, Baroda and Central India railway rates between Bombay and stations allotted to the standard gauge route, *i.e.*, *viâ* Agra and Itársi, were fixed at one anna per maund higher than the *viâ* Itársi rates, and similarly the *viâ* Itársi rates between Bombay and stations allotted to the Bombay, Baroda and Central India railway route were kept one anna higher than the rates by the Bombay, Baroda and Central India railway route.

Consequent upon the carrying capacity of the metre gauge goods stock having been increased, the minimum weight for charge in the case of certain articles was raised from 190 maunds to 200 maunds, with effect from the 1st December.

The Nizam's Guaranteed State Railway (standard gauge).

25. The ordinary rates *viâ* Wádi for traffic to Bombay from and *viâ* Bezwada were re-adjusted to correspond with the rates over the Southern Mahratta railway *viâ* Poona.

Southern Mahratta Railway system (metre gauge).

26. From the 1st April, maximum rates for commissariat and ordnance stores, *viz.*, $\frac{1}{2}$ and $\frac{1}{6}$th pie per maund (1·134*d.* and 1·890*d.* per ton) per mile, instead of 2nd and 4th class rates, were introduced.

From the 1st April, rates for cattle when sent singly were introduced to attract traffic.

From the 1st July, firewood in wagon loads booked to any stations for distances under 250 miles was exempted from the terminal charge to attract traffic.

In through booking *viâ* Portuguese Frontier, the sliding scale rates for grain and other special class goods applicable in booking *viâ* Poona and the other junctions was re-introduced from the 22nd July, instead of the maximum rates in force from March 1896.

From the 26th August, a through rate of annas 2 pies 5 per maund (5*s.* 5·782*d.* per ton) was quoted for pressed cotton from Guntúr to Cocanada Port to compete with the canal traffic.

During the year, special reduced rates were quoted to and from certain stations for betel nuts, pepper, flag stones, gum, stoneware, drainage pipes, sanitary appliances, fire bricks and fire clay goods, twist and yarn cotton, vacuum and lubricating oils, jaggree, turmeric, potatoes, coal, oats, ærated waters and empty ærated water bottles.

For one year from the 1st June, a special reduced rate of $2\frac{1}{2}$ pies (0·208*d.* per ton) per mile for the carriage of coal between Bezwada and Bangalore was adopted to encourage the use of Indian coal at the Kolar Gold mines.

Burma Railways (metre gauge).

27. From the 7th April, the rate for stone of any description, including stone ballast, gravel and rubble stone, was reduced to the minimum of $\frac{1}{10}$th pie per maund (0·226*d.* per ton) per mile, with the view of obtaining traffic in stone ballast from Upper Burma and especially from the quarries at Tonbo (Mandalay-Kunlon extension) to be brought down to Lower Burma for road-making purposes.

From the 1st October, the classification of India-rubber goods, including vulcanite, was raised from the 3rd to the 5th class, freight being chargeable at the maximum of the 5th class rate at railway risk, and at the maximum of the 2nd class rate at owner's risk.

Rohilkund and Kumaon Railway system (metre gauge).

28. From the 1st March, the rate for jaggree and molasses in baskets, casks, gunny bags or tins at owner's risk between Lakhímpur and *viâ* Aishbagh Junction was raised from $\frac{1}{4}$th pie to $\frac{1}{3}$rd pie per maund (0·567*d.* to 0·756*d.* per ton) per mile, so as to equalize with the rate between Lakhímpur and *viâ* Bareilly Junction to stations over the Bombay, Baroda and Central India railway.

From the 1st April and 1st May, respectively, a minimum charge of Rs. 5 (6*s.* 8*d.*) per truck used was introduced for boulders and kunker.

Bengal Dooars Railway (metre gauge).

29. From the 25th December, the rates for food grains, salt and coal were reduced from 1·2 pie to 0·8 pie per maund (2·722*d.* to 0·182*d.* per ton) per mile at owner's risk.

Dibru-Sadiya Railway (metre gauge).

30. From the 1st October, thatch was carried as follows:

	Large covered goods wagons.	Small covered goods wagons.	High-sided wagons.
	Rs.	Rs.	Rs.
16 miles and under per fully loaded wagon	8 (10*s.* 8*d.*)	5 (6*s.* 8*d.*)	4 (5*s.* 4*d.*)
Over 16 miles and under 30 miles per wagon	10 (13*s.* 4*d.*)	7 (9*s.* 4*d.*)	5 (6*s.* 8*d.*)
30 miles and over per wagon . . .	14 (18*s.* 8*d.*)	10 (13*s.* 4*d.*)	7 (9*s.* 4*d.*)

Oodeypore-Chitor Railway (metre gauge).

31. From the 1st April, the goods rates were altered as follows:

		Special.	1st.	2nd.	3rd.	4th.	5th.
			Per maund per mile.				
From	pies	0·325	0·400	0·600	0·770	0·920	1·070
			Per ton per mile.				
	pence	0·737	0·907	1·361	1·747	2·087	2·427
			Per maund per mile.				
To	pies	0·400	0·600	0·850	1·050	1·250	1·400
			Per ton per mile.				
	pence	0·907	1·361	1·928	2·382	2·835	3·175

Jodhpore-Bickaneer Railway (metre gauge).

32. During the year, special rates were introduced from and to certain stations for grain, sugar and jaggree, coal and grass.

Bhávnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).

33. The special reduced rate of 2 annas and 6 pies (2·5*d.*) for 5-ton wagon per mile and 3 annas (3·0*d.*) for 6-ton wagon per mile for stone in consignments of not less than 80 tons from the Junágad quarries were applied between the 1st July and 31st December each year to stone when

booked in similar consignments from Ránáwáo or Ránáwáo quarries to any station other than Porbandar and Porbandar Bandar; to the latter two stations the higher rates of 3 annas (3·0*d.*) per 5-ton wagon per mile and 3 annas and 6 pies (3·5*d.*) per 6-ton wagon per mile continued to apply.

The special rate of Rs. 16-1-6 (21*s.* 5·5*d.*) per wagon per load of 5 tons from and *viâ* Wadhwán Junction to Bhávnagar Terminus has been withdrawn from the 1st November in local booking, and from the 1st December in through booking.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	STANDARD GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
I	EAST INDIAN (*a*)	18·00	9·00	3·50	2·50	3·27 to (*b*) 9·07	2·72 to (*c*) 9·07	...	9·07	0·33
II	BENGAL CENTRAL	12·00	6·00	4·50	(*d*) 2·50 and 3·00	3·37 to 9·07	2·45 to 9·07	40·83	9·07	0·33
III	BENGAL-NÁGPUR	18·00	8·00	3·00	2·00	3·02 to (*e*) 9·07	2·72 to (*f*) 9·07	40·83	9·07	0·33
IV	INDIAN MIDLAND (*g*)	12·00	6·00	3·00	(*h*)	2·72 to 9·07	2·72 to 9·07	...	9·07	0·33
VI	GODHRA-RUTLAM-NÁGDÁ	Same as on the Rajputana-Malwa railway				...		...	...	...
VII	WARDHA COAL	18·00	9·00	4·00	2·00	...			Same as on the Great	
X	WASHERMENPET-ENNÚR SECTION (BEZWADA-MADRAS).	12·00	6·00	...	2·00	...			Same as on the Madras	
	State lines worked by the State.									
XII	NORTH WESTERN (*i*)	12·00	6·00	3·00	2·25	3·40 to 6·81	2·72 to 9·07	...	9·07	0·33
XIV	OUDH AND ROHILKHAND	12·00	6·00	3·50	2·50	4·54 to 9·07	2·72 to 4·80	40·83	9·07	0·33
XV	EASTERN BENGAL	(*j*) 12·00 to 18·00	(*j*) 6·00 to 9·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	40·83	9·07	0·33
XVI	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.				Certain up and down rates between fixed points				
XVII	EAST COAST	18·00	9·00	4·50	2·50	2·72 to 9·07	2·72 to 9·07	...	4·54 to 9·07	0·17 to 0·33
	Lines worked by guaranteed companies.									
XIX	GREAT INDIAN PENINSULA (*k*) & (*l*)	12·00	6·00	3·00	2·00	2·87 to 8·07	2·50 to (*m*) 7·07	...	(*n*) 10·07 (*o*) 9·53 (*p*) 9·07	(*n*) 0·37 (*o*),0·35 (*p*) 0·33
XX	BOMBAY, BARODA AND CENTRAL INDIA.	12·00	6·00	3·00	2·25 to 2·50	(*q*)	(*r*)	...	10·89	0·40
XXI	MADRAS	12·00	6·00	...	2·00 and 2·50	3·00 to 10·00	3·00 to 10·00	...	10·07	0·37
	Assisted companies.									
XXIII	TAPKESSUR	12·00	6·00	3·50	3·00	Same as on the East Indian railway			...	...
XXV	TÁPTI VALLEY (*s*)	...	...	...	...	Same as on the Bombay, Baroda and Central India,				
	Lines owned by native states and worked by companies.									
XXXIII	THE NIZAM'S GUARANTEED STATE (*t*).	18·00	6·00	(*u*) 2·50	(*v*) 2·00	5·00 to 7·00	2·50 to 6·00	...	10·07	0·37
XXXIV	NÁGDÁ-UJJAIN	15·00	8·00	3·00	2·25	(*q*)	(*r*)	...	9·53	0·35
XXXV	THE GAEKWAR'S PETLÁD	12·00	6·00	...	2·50	(*w*) 7·89	10·89	...	10·89	0·40
XXXVI	KOLAR GOLD-FIELDS	12·00	6·00	...	2·00	Same as on the Madras railway			...	...

No. 38.

railways on the 31st December 1898.

English money at 1s. 4*d.* to the rupee by taking 1 pie=0·083*d.*]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
									N.B.—The coal rates in force on the East Indian Railway apply also to State lines worked by the State and certain other railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	I	(*a*) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	II	(*b*) All stations except Howrah— For first 100 miles . . . 9·07 pies per ton per mile. „ extra distances over 100 and up to 450 miles . . . 4·63 „ „ „ extra distances above 450 miles 3·27 „ „
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	III	(*c*) For consignments of less than 300 maunds or 11 tons, 9·07 pies per ton per mile. For consignments in full wagon loads. For all distances up to 400 miles, 4·08 pies per ton per mile. For all distances from 401 to 800 miles, 4·08 pies per ton per mile. For all distances over 800 miles, 2·72 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	IV	(*d*) Between Calcutta and Dattapukur in local booking only.
...	...	...	..	...	...	...	...	VI	(*e*) One to 300 miles ... ... 9·07 pies per ton per mile. 301 to 375 „ ... ... 8·06 „ „ 376 to 400 „ ... ... 7·31 „ „ 401 to 450 „ ... ... 6·55 „ „ 451 to 475 „ ... ... 6·05 „ „ 476 to 525 „ ... ... 5·29 „ „ 526 to 550 „ ... ... 5·04 „ „ 551 to 600 „ ... ... 4·23 „ „ over 600 „ ... ... 3·02 „ „
Indian Peninsula railway		...	...	...	...	...	...	VII	
		...	...	...	...	...	...	X	(*f*) Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9·07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XII	The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied. For consignments of full wagon loads. For all distances up to 400 miles, 4·63 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIV	For all distances from 401 to 800 miles, 4·63 pies per ton per mile. For distances over 800 miles, 2·72 pies per ton per mile.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XV	(*g*) Including the Bhopal-Itársi, Bina-Goona and Bhopal-Ujjain railways. (*h*) First 100 miles, 2·67 pies per mile. 101 to 200 „ 2·50 „ „ 201 to 400 „ 2·33 „ „ Above 400 „ 2·00 „ „
obtain on this railway				...	...	...	...	XVI	(*i*) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samasata) railway.
4·54 to 13·61	0·17 to 0·50	4·54 to 8·15	0·17 to 0·67	4·54 to 22·68	0·17 to 0·83	4·54 to 27·22	0·17 to 1·00	XVII	(*j*) Between Calcutta and Kánchrapára. (*k*) Including the Dhond-Manmád, Khámgaon and Amráoti railways.
(*n*)14·15 (*o*)14·15 (*p*)13·61	(*n*)0·52 (*o*)0·52 (*p*)0·50	20·14	0·74	23·14	0·85	30·24	1·11	XIX	(*l*) From the 1st November 1898, the *following* rates were enforced: Special. Food-grains: Per maund per mile. Pies. 0·10 to 0·44; Per ton per mile. Pies. 2·87 to 11·97. Coal in full wagon loads: 0·10 to 0·15; 2·72 to 4·08. Coal less than a wagon load: 0·33; 9·07. From 1st August 1898. 1st class 0·44; 11·97. 2nd class 0·60; 16·33. 3rd class 0·80; 21·78. 4th class 0·90; 24·50. 5th class 1·20; 32·66.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XX	
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·32	XXI	(*m*) The rate is 7·07 pies per ton per mile for consignments of less than 10 tons, and 2·50 to 4·08 pies for consignments of not less than 10 tons.
...	...	...	...	...	...	...	...	XXIII	(*n*) For distances from 1 to 400 miles. (*o*) For distances from 401 to 600 „ (*p*) For distances above 600 „
								XXV	(*q*) Food grains per ton per mile. In consignments of 100 maunds or 6·98 tons and over, which has been increased to 200 maunds or 7·35 tons and over from the 1st December 1898. 1 to 100 miles . 9·53 pies. 101 to 200 „ . 6·80 „ 201 to 400 „ . 4·08 „ over 400 „ . 2·72 „
railway									
13·88	0·51	20·14	0·74	28·30	1·04	40·28	1·48	XXXIII	(*r*) In consignments of full wagon loads. For all distances up to 400 miles, 4·08 pies per ton per mile. For distances from 401 to 800 miles, 4·08 pies per ton per mile. For distances over 80 miles, 2·72 pies per ton per mile.
14·15	0·52	19·05	0·70	28·14	0·85	27·22	1·00	XXXIV	(*s*) Opened for goods traffic only on the 1st December 1898. (*t*) Including the Bezwada extension (East Coast State railway).
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXXV	(*u*) Third class by mail trains. (*v*) Third class by other than mail trains. (*w*) This rate applies to consignments weighing 100 maunds or 6·98 tons and over, which has been increased to 200 maunds or 7·35 tons from 1st December 1898.
...	...	...	...	...	...	...	...	XXXVI	

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
						SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION . . .	18·00	9·00	4·00	2·00	3·40 to 9·07	4·08 and 9·07	...	9·07	0·33
	COMPANY'S SECTION . .									
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	18·00	9·00	4·00	2·00	6·80	(*a*) 4·08	...	9·07	0·33
XLII	RAJPUTANA-MALWA . . .	15·00	8·00	3·00	2·00 to 2·25	(*b*)	(*c*)	...	9·53	0·35
XLIII	PÁLANPUR-DEESA . . .	15·00	8·00	...	2·25	(*d*) 6·80	9·53	...	9·53	0·35
XLIV	SOUTHERN-MAHRATTA (*e*) .	12·00	6·00	...	2·00	3·26 to 9·07	3·00 to 9·07	40·56	9·07	0·33
XLVII	SOUTH INDIAN (*f*) . .	12·00	6·00	...	2·00	9·07	9·07	40·83	9·07	0·33
XLIX	ASSAM-BENGAL	18·00	9·00	...	3·00	4·54 to 9·07	2·72 to 4·08	...	9·07	0·33
L	BURMA (*g*)	15·00	6·00 and 9·00	3·00 and 4·50	1·00 to (*h*) 3·00	2·72 to 9·07	2·72 to 9·07	...	9·07	0·33
	State lines worked by the State.									
LI	EASTERN BENGAL—									
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla 2′ 6″ gauge, branch).	18·00	9·00	4·00	2·50	3·32 to 5·44	2·45 to 9·07	40·88	9·07	0·33
	DACCA SECTION . . .	18·00	9·00	4·00	2·50	4·54 to 5·44	2·45 to 9·07	40·83	9·07	0·33
	Assisted companies.									
LIV	DEOGHUR	24·00	...	...	6·00	(*i*)	(*i*)	...	(*i*)	(*i*)
LVI	MYMENSINGH-JAMALPUR-JAGANNATHGANJ.	...	...	...	...	...	...	...	Information not	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35·00	15·00	...	3·11	6·80	(*a*) 4·08	...	9·07	0·33
LIX	BENGAL DOOARS	36·00	21·00	6·00	3·00	32·66	21·77 to 32·66	...	27·22	1·00
LX	DIBRU-SADIYA	18·00	9·00	4·00	...	...	5·90	...	27·22	1·00
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY.	...	...	...	...	(*i*)	(*i*)	...	(*i*)	(*i*)
LXII	AHMEDABAD-PARÁNTÍJ . .	15·00	8·00	...	2·25	(*d*) 6·80	9·53	...	9·53	0·35
	Line owned by native state and worked by company.									
LXIV	THE GAEKWAR'S MEHSÁNA .	15·00	8·00	...	2·25	(*d*) 6·80	9·53	...	9·53	0·35
	Lines owned and worked by native states.									
LXXI	JODHPORE BICKANEER—									
	JODHPORE SECTION . . .	18·00	6·00	...	2·00	(*l*) & (*m*) (*n*) & (*o*)	(*l*) & (*m*) (*n*) & (*o*)	...	13·61	0·50
	BICKANEER SECTION . .					6·80	9·53		(*o*) 9·53	(*o*) 0·35
LXXII	OODEYPORE-CHITOR . . .	18·00	9·00	4·00	2·00	(*n*) & (*p*) 10·89	(*n*) & (*p*) 10·89	...	(*p*) 16·34	(*p*) 0·60
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (*g*) . .	12·00	6·00	...	2·75	8·00	4·00 to 8·00	...	10·89	0·40
	Foreign line.									
LXXVIII	WEST OF INDIA PORTUGUESE	12·00	6·00	...	2·50	8·00	5·13	...	10·00	0·36
	SPECIAL GAUGES.									
	State line worked by the State.									
LXXXII	JORHAT (2′ 0″)	24·00	...	8·00	4·00	27·22	9·07	...	27·22	1·00
	Assisted companies.									
LXXXIII	DARJEELING HIMALAYAN (2′ 0″).	72·00	36·00	15·00	...	63·96	38·38	...	81·66	3·00
LXXXIV	BÁRSI LIGHT (2′ 6″) . .	(*r*) 18·00	...	...	(*s*) 3·00	8·17	7·08 to 10·07	...	10·07	0·37
LXXXV	HOWRAH-AMTA (2′ 0″) . .	18·00	...	6·00	4·50	...	18·61	...	17·42	0·64
LXXXVI	HOWRAH-SHEAKHALLA (2′ 0″)	18·00	...	6·00	4·50	...	13·61	...	17·42	0·64
LXXXVII	TARAKESHWAR-MAGRA (2′ 6″)	24·00	12·00	6·00	4·50	9·07	9·07	...	9·07	0·33
LXXXVIII	TEZPORE-BALIPARA (2′ 6″) .	18·00	...	...	4·00	54·44	27·22	...	(*t*)	(*t*)
	Lines owned by native states and worked by companies.									
XCI	THE GAEKWAR'S DABHOI (2′ 6″) .	(*r*) 9·00	...	...	(*s*) 3·00	(*b*)	(*c*)	...	10·89	0·40
XCII	RAJPIPLA (2′ 6″)	(*r*) 9·00	...	...	(*s*) 3·00	(*b*)	(*c*)	...	10·89	0·40
	Line owned by native state and worked by state railway agency.									
XCIV	COOCH BEHAR (2′ 6″) . . .	24·00	12·00	6·00	4·00	(*u*)	(*u*)	...	(*u*)	(*u*)
	Line owned and worked by native state.									
XCV	MORVI (2′ 6″)	12·00	6·00	...	3·00	6·80	8·00	40·83	10·89	0·40

No. 38—*concld.*

railways on the 31st December 1898—concld.

money at 1s. 4d. to the rupee by taking 1 pie = 0·083d.

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		N.B.—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
								XL	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLI	(a) For consignments of full wagon loads. Coal in small quantities is chargeable at 9·07 pies per ton per mile.
14·15	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLII	(b) *Vide* remark (g) on the second page of this statement.
14·15	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLIII	(c) *Vide* remark (r) on the second page of this statement.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIV	(d) This rate applies to consignments weighing 190 maunds or 6·98 tons and over, which has been increased to 200 maunds or 7·35 tons from 1st December 1898.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVII	(e) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIX	(f) Including the Máyavaram-Mútupet, Pondicherry and Káraikkal-Peralam railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	L	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	LI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		(g) The standard weight on this railway is the viss, one ton being equal to 618·69 viss, and one maund to 22·50 viss.
(i) received	(i) ...	(i) ...	(i) ...	(i) ...	(i) ...	(i) ...	(i) ...	LIV LVI	(h) One pie to 3·00 pies on the Burma railways, and 2·02 pies on the Mu Valley railway, for local trains.
(j) 9·07	(j) 0·33	(j)13·61	(j) 0·50	(j)20·41	(j) 0·75	54·44	2·00	LVII	(i) Special rates are charged for all goods traffic.
(k)18·15	(k) 0·67	(k)27·22	(k) 1·00	(k)40·83	(k) 1·50				
32·66	1·20	48·99	1·80	68·05	2·50	..	...	LIX	(j) Between Bareilly Junction and Kichha.
54·44	2·00	81·66	3·00	....	....	...	...	LX	
(i) 14·29	(i) 0·52	(i) 19·05	(i) 0·70	(i) 23·14	(i) 0·85	(i) 27·22	(i) 1·00	LXI LXII	(k) Between Kichha and Káthgodám.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXIV	
								LXXI	
20·41	0·75	25·86	0·95	31·30	1·15	36·75	1·35		(l) First 100 miles, 10·89 pies per ton per mile. Over 100 miles, 8·17 ,, ,, ,, ,,
(o)14·15	(o) 0·52	(o)19·05	(o) 0·70	(o)23·14	(o) 0·85	(o)27·22	(o) 1·00	LXXII	(m) Per wagon load (for grass) first 100 miles, 0-4-0 wagon per mile.
(p)23·14	(p) 0·85	(p)28·59	(p) 1·05	(p)34·02	(p) 1·25	(p)38·11	(p) 1·40		over 100 ,, 0-3-0 ,, ,,
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXXIII	(n) This rate applies to consignments weighing 190 maunds or 6·98 tons and over.
13·88	0·51	23·00	0·87	34·00	1·24	48·00	1·76	LXXVIII	
54·44	2·00	81·66	3·00	...	...	...	...	LXXXII	(o) From January to March 1898. (p) From April to December 1898.
95·27	3·50	108·88	4·00	122·49	4·50	136·10	5·00	LXXXIII	(q) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways.
14·15	0·52	20·14	0·74	23·14	0·85	30·21	1·11	LXXXIV	
27·22	1·00	32·66	1·20	...	...	...	...	LXXXV	
27·22	1·00	32·66	1·20	...	...	...	...	LXXXVI	
13·61	0·50	18·14	0·66	22·68	0·83	27·22	1·00	LXXXVII	(r) Upper class.
(t)	(t)	(t)	(t)	(t)	(t)	(t)	(t)	LXXXVIII	
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCI	(s) Lower class.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCII	(t) 81·66 pies per ton or 3·00 pies per maund per mile.
(u)	(u)	(u)	(u)	(u)	(u)	(u)	(u)	XCIV	(u) 27·22 pies per ton, or 1·00 pie per maund per mile.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XCV	

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways* during 1898 compares with the previous year as follows:

Year.	Coal.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year . . .	47,683	1,324,282	1,371,965	4,257	2,263	358,244
1898	37,551	1,414,243	1,451,794	2,968	2,538	383,380

2. The total consumption of coal on the standard and metre gauge railways was 5·82 per cent. greater than in 1897. The total consumption of Indian coal increased by 6·79 per cent. and that of English coal decreased by 21·25 per cent. The quantities of patent fuel and wood used increased by 12·15 and 7·02 per cent., respectively, while the quantity of coke decreased by 30·28 per cent.

3. The actual quantities of fuel consumed in terms of coal; the average cost per ton; the consumption per train-mile, per engine-mile and per thousand gross ton-miles; the cost per ton stated in terms of Giridíh (Kurhurbaree) best steam coal; and the average lead of each discription on the principal railways, will be found in statement No. 39.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridíh (Kurhurbaree) best steam coal being taken as the standard:

Description.	Equivalents.	Co-efficients.
Giridíh (Kurhurbaree) best steam coal	1·00	1·00
Kúrhurbaree (East Indian railway) selected large coal . .	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Baráknr steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Wárora coal	1·80	0·56
Wood fuel	2·50	0·40

The figures given above are, however, based on experiments made some years ago; and as it is probable that many Indian mines are now raising a better quality of coal than they did at that time, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table at the end of this chapter shows the equivalent of one ton of Giridíh (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1898 are given in the following paragraphs:

* Excluding the West of India Portuguese railway.

East Indian Railway system (standard gauge).

5. Kurhurbaree coal was used over the whole system, and Kurhurbaree coke at Howrah and Dinapore. Market coal was used at Ondál, Ásansol, Barákar, Dhanbaid, Allahabad, Sutna and Jubbulpore.

The purchase rates per ton for Kurhurbaree coal were Rs. 1-14-0 from January to February, Rs. 2-4-0 from March to June and Rs. 2-0-0 from July to December, for briquettes Rs. 3-12-0 throughout the year, for hard coke Rs. 3-8-0 from January to June and Rs. 5-8-0 from July to December, for soft coke Rs. 3-0-0 from January to June and Rs. 3-8-0 from July to December, and for market coal varied between Rs. 1-8-0 and Rs. 4-0-0 throughout the year, delivered at Giridíh by the East Indian railway collieries and at Ásansol, Ondál, Dhanbaid, Barákar, Allahabad, Sutna and Jubbulpore.

The actual quantities of coal and coke used were:

	Tons.
Kurhurbaree coal	315,687
Kurhurbaree coke	2,968
Market coal	61,048
Coal supplied by the Eastern Bengal State railway at Chitpore and Narculdangah	43

Bengal Central Railway (standard gauge).

6. Bengal coal (9,822 tons) was exclusively used on this railway.

The average rate of purchase was Rs. 3-4-0 per ton, delivered into wagons at the nearest station from the pit's mouth.

The coal supplied under the contract was of good quality and the arrangements for delivery were satisfactory.

Bengal-Nágpur Railway (standard gauge).

7. The coal used on the different sections of the line was as follows:

On the main line between Ásansol and Nágpur. On the branch lines between Jharsuguda and Sambalpur, between Bilaspur and Sahdol and between Khargpur and Sini.	Sanctoria and Dhadka coal at Rs. 2-14-0 per ton, delivered into wagons at Radhapur and Dhadka.
On the branch line between Sahdol and Katni.	Umaria coal at Rs. 4-0-0 per ton, delivered into wagons at Umaria pit.

The actual quantities of the different descriptions of coal consumed were:

	Tons.
Bengal coal	42,384
Umaria coal	4,187

The coal supplied under the contracts has been of good quality and the arrangements for delivery were fairly satisfactory.

Indian Midland Railway system (standard gauge).

8. The description of fuel used on the different sections of the railway is shown below:

On the Jhánsi-Cawnpore, Jhánsi-Tundla and Jhánsi-Bína sections.	Umaria, Gourangdih, Giridíh, Dhanbaid and Kaloobathan coal.
On the Jhánsi-Mánikpur, Bína-Goona and Bína-Saugor sections.	Umaria coal.
On the Bína-Itársi and Bhopal-Ujjain sections.	Gourangdih, Umaria and Mohpáni coal.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Umaria coal	42,490
Bengal coal	10,983
Mohpáni coal	1,295
Firewood	1,143

The purchase rate per ton for Umaria coal was Rs. 4-0-0, delivered into wagons at Umaria pit, for Bengal coal Rs. 2-4-0 and Rs. 2-8-0 at Gourangdih, Rs. 2-10-0 at Giridíh, Rs. 2-8-0 and Rs. 2-12-0 at Dhanbaid and Rs. 2-0-0 at Kaloobathan, for Mohpáni coal Rs. 5-8-0 at Mohpáni and for firewood Rs. 1-14-0 at Dhaura, Rs. 2-0-0 at Bahilpurwa, Rs. 3-0-0 at Itársi and Rs. 6-13-0 at Saugor.

North Western State Railway system (standard gauge).

9. The fuel used on the different sections of the system was obtained from the following sources:

Constantly on the main line, between Ghaziabad and Peshawar, on the Rajpura-Bhatinda and Amritsar-Pathankot branches, and on the Delhi-Bhatinda section of the Southern Punjab Railway. Constantly on the main line between Kurrachee and Kotri. Occasionally between Lahore and Montgomery on mail and passenger trains when the supply of wood was insufficient.	Gourangdih coal supplied by the Barakar Coal Company at Rs. 14-8-0 and Rs. 13-10-0 per ton, delivered into wagons at Kamari and Rs. 2-4-0 and Rs. 2-8-0 at Gourangdih and Gourangdih rubble at Rs. 1-14-0 and Rs. 1-12-0 per ton, at Gourangdih. Barakar coal, supplied by the Barakar Coal Company at Rs 2-4-0 and Rs 2-8-0 per ton, delivered into wagons at Barakar, and Barakar rubble at Rs. 1-14-0 and Rs. 1-12-0 per ton, at Barakar. Giridih coal, supplied by the Bengal Coal Company at Rs. 2-4-0 per ton, delivered into wagons at Giridih. Borrea coal supplied by the New Beerbhoom Coal Company at Rs 3-0-0 per ton, delivered into wagons at Sitarampur. Anthracite Seam coal, supplied by the Borrea Coal Company at Rs. 2-12-0 per ton, delivered into wagons at Sitarampur. Loyabad coal, supplied by the Barakar Coal Company at Rs. 2-8-0 per ton, delivered into wagons at Dhanbaid.
Constantly on the Sind-Sagar railway between Bhakkar and Lala Musa. Occasionally between Sher Shah and Bhakkar. Constantly on the Sialkot and Lyallpur and Pathankot branches. Partly between Rawalpindi, Khushalgarh and Peshawar, throughout the year. Partly between Lala Musa and Phillour on goods trains, throughout the year. Occasionally between Rajpura and Bhatinda. Occasionally between Lahore and Montgomery when the supply of wood was insufficient.	Dandot coal, supplied from Dandot and Baghanwala Government collieries at Rs. 10 per ton, delivered into wagons at Kalapani and Haranpur.
Throughout the year on the Sind-Pishin and Mushkaf-Bolan railway (Sibi to Chaman) and occasionally between Sibi and Ruk.	Khost coal, supplied from Khost Government mines at Rs. 18 per ton, delivered into wagons at Khost. Patent fuel made of Khost slack, at Rs. 24 per ton, delivered into wagons at Quetta.
Throughout the year between Kurrachee and Kotri, and in small quantities on the Sind-Pishin and Mushkaf-Bolan sections. Occasionally between Kotri and Dadu when the supply of wood was insufficient. Occasionally between Montgomery and Lala Musa when the supply of Bengal coal was insufficient.	English coal, supplied from England through Messrs. Forbes Forbes and Company, delivered into wagons at Kamari at an average rate of Rs. 17-4-11 per ton.
Throughout the year on the main line, between Montgomery and Kotri. On the Kotri-Rohri railway. On the Hyderabad-Shadipalli railway. On the Southern Punjab railway between Samasata and Bhatinda. Occasionally between Sher Shah and Bhukkar, Lahore and Montgomery, and Ruk and Sibi when wood was available.	Firewood from Bahawalpur state, supplied at different stations between Reti and Samasata at Rs. 50 per 1,000 cubic feet. Firewood from the Punjab forests, supplied at different stations between Kot Radhakishn and Gilawala at Rs. 56-10-8 and Rs. 60-0-0 per 1,000 cubic feet. Firewood from the Sind forests, supplied at different stations between Reti and Kotri, including Ruk to Jacobabad at an average rate of Rs. 45 per 1,000 cubic feet. Firewood from the Khairpur forests, supplied at different stations between Rohri and Radhan and Rohri and Tando Masti Khan, at Rs. 45 and Rs. 42 per 1,000 cubic feet, respectively. Firewood, supplied by contractors between Chichawatni and Kassowal at Rs. 55 per 1,000 cubic feet, between Gurdaspur and Pathankot at Rs. 28 per 100 maunds, between Kotsamaba and Sukkar at Rs. 48 per 1,000 cubic feet, between Sher Shah and Leiah at Rs. 49 and Rs. 50 per 1,000 cubic feet, between Adamwahan and Bakhshan Khan at Rs. 56 per 1,000 cubic feet and between Malakwal and Bhera at Rs. 72-8-0 per 1,000 cubic feet. Firewood, supplied by the Deputy Commissioner at Shadipalli, at Rs. 45 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	85,036
Dandot coal	46,914
English coal	24,359
Khost coal	5,526
Patent fuel, Khost	2,463
Patent fuel, English	50
Wood	171,097

Oudh and Rohilkhand State Railway (standard gauge).

10. The description of fuel used on this line was Giridih steam coal (48,326 tons).

The coal was supplied under contract with the Bengal Coal Company at Rs. 4-6-0 per ton, from January to March, and Rs. 3-8-0 per ton, from April to December, delivered into wagons at Giridih. It was of good quality and the arrangements for its delivery were fairly satisfactory.

Eastern Bengal State Railway system (standard, metre and special gauges).

11. The description of fuel used on the different sections of the line was obtained from the following sources:

On the Eastern (Calcutta to Goalundo and branches) and Southern (Calcutta to Port Canning, including Budge-Budge branch) sections.	Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 2-2 per ton, delivered into wagons at the Borrea siding near Barákar. Salanpur coal supplied by the Borrea Coal Company at Rs. 2-10 per ton, delivered into wagons at Salanpur siding near Sitárampur. Barákar coal supplied by the Barákar Coal Company at Rs. 4-4 per ton, delivered into wagons at Barákar. Gourangdih coal supplied by the Barákar Coal Company at Rs. 2-8 per ton, delivered into wagons at Sitárampur.
On the Northern (Sára Ghát to Siliguri, and branches), Behar (Manihari Ghát to Dinagepore and Katihár to Anchara Ghát and branches), and Kaunia-Dharlla sections.	Borrea, Salanpur and Gourangdih coal.—See rates above.
On the Dacca (Náráyanganj to Mymensingh-Jagannathganj extension) section.	Barákar and Salanpur coal.—See rates above.

The total actual quantity of Bengal coal used was 80,490 tons.

East Coast State Railway system (standard gauge).

12. The descriptions of coal used and the rates at which they were purchased were:

21,700 tons of Singareni unscreened, delivered into wagons at Bezwada at Rs. 7-11-8 per ton and at Yellandu at Rs. 4-12-0 per ton.
279 tons of Bengal (Barákar) coal, delivered into wagons at Cocanada Port at Rs. 12-4-0 per ton.

Great Indian Peninsula Railway system (standard gauge).

13. The descriptions of coal used on the different sections of the railway system are shown below:

On the Konkan district (Bombay to Karjat and to Kására).	Bombay English, Singareni unscreened, Bengal sea-borne, and Nerbudda.
On the Bhore Ghát (Karjat to Lonávla)	Singareni unscreened, and Bengal sea-borne.
On the Thul Ghát (Kására to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south-east line (Lonávla to Raichúr)	Singareni unscreened.
On the Dhond-Manmád section	Singareni unscreened, Warora, and Bengal sea-borne.
On the north-east line (Igatpuri to Nándgaon)	Warora, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Nándgaon to Bhusával)	Warora, Nerbudda, Singareni unscreened, Umaria large and Sanctoria.
On the north-east line (Bhusával to Khandwa)	Umaria nuts, Nerbudda, Warora and Singareni unscreened.
On the north-east line (Khandwa to Jubbulpore)	Nerbudda and Umaria large and nuts, Singareni unscreened and Sanctoria.
On the Nágpur-Bhusával section	Sanctoria and Warora.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below:

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. Rs. A.	
English	1,236	18 0 to 21 0	Into boats at Bombay.
Bengal sea-borne	44,428	11 12 to 16 8	Into boats at Bombay.
Singareni, unscreened	101,700	3 8 to 4 8	Into wagons at Yellandu.
Nerbudda	13,110	5 12 and 6 0	Into wagons at Mohpáni.
Warora	55,895	4 8	Into wagons at pit's mouth.
Sanctoria	18,054	3 0 and 4 0	Into wagons at pit's mouth.
Umaria, large	8,954	4 0	Into wagons at Umaria.
Umaria, nuts	1,721	2 2	Into wagons at Umaria.
Firewood	1,875	5 0 to 9 0	Into the storage.

Bombay, Baroda and Central India Railway system (standard gauge).

14. The descriptions and quantities of fuel used on the railway system were:

	Tons.
English coal	8,283
Bengal coal	30,727
Singareni coal	36,401
Firewood	1,540

The different descriptions of English coal used were Ferndale, Powell Duffryn and Watson's Hartley.

The average price per ton of English coal was Rs. 17-10-7 and the average prices of Bengal coal were Rs. 14-4-8 and Rs. 14-13-8 delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12-10-3 per ton, delivered into wagons at Dadar junction. Firewood was supplied by the company's engineering department at an average rate of Rs. 5-6-10 per ton.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

Madras Railway system (standard gauge).

15. The descriptions of fuel used on the different sections of the railway were as follows:

Section.	Description of fuel used.
Madras-Nandalúr	Gourangdih coal at Rs. 13-3-0 per ton, carried from Calcutta by sea.
Bowringpet-Marikuppam	Singareni coal at Rs. 12-10-0 per ton, delivered into wagons at Rayapuram and Rs. 13-8-0 per ton, delivered and stacked in the yard at Ráichúr.
	Firewood from Rs. 3-14-0 to Rs. 6-8-0 per ton.
Madras Jalarpet	Gourangdih and Singareni coal.
Nandalúr-Ráichúr	
Washermenpet-Ennur	
Jalarpet-Bangalore	Firewood.
Jalarpet-Calicut	

A small quantity of patent fuel was purchased at Rs. 28-9-0 per ton delivered at Ráyapuram.

Coal was exclusively used on mail trains and coal and firewood on mixed trains.

The coal supplied under all contracts has been of fairly good quality and the arrangements for delivery were satisfactory. It is anticipated that, with the opening of the East Coast State railway, coal from the Singareni mines will wholly take the place of the Gourangdih (Bengal) coal which has hitherto been partly used on this railway.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	14,670
Singareni coal	22,422
Patent fuel	25
Firewood	85,721

The Nizam's Guaranteed State Railway system (standard gauge).

16. The description of fuel used on this line was Singareni unscreened coal (29,897 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arrngements for delivery were satisfactory.

Bengal and North-Western Railway system (metre gauge).

17. Kurhurbaree coal was exclusively used on the Tirhoot section and on the section east of Gorakhpur, and coal and firewood on the section west of Gorakhpur and on the Ganges-Gogra Doab lines.

The rate paid for coal was Rs. 3-2-0 per ton, delivered into wagons at Giridíh; and for wood from the Forest Department, Rs. 3-8-0 per ton, delivered into wagons at Bridgmanganj.

The actual quantities of coal and wood used were:

	Tons.
Bengál coal	28,176
Firewood	13,287

Rajputana-Malwa Railway system (metre gauge.)

18. The descriptions of fuel used on the different sections of the system were as follow:

Between Agra, Bándikui, Ajmere and Delhi	Kurhurbaree, Gourangdih, Borrea, Barákar, Sibpur, Desherghar, Rajpur (Etawah), Jherria, Sejoosh, Loyabad, Great Eastern, and Sitarámpore coal.
Between Ajmere and Sábarmati and branches	Kurhurbaree, Gourangdih, Barákar, Sibpur, Desherghar, and English coal.
Between Ajmere and Khandwa	Kurhurbaree, Gourangdih, Salanpur, Borrea, Sibpur, and Singareni coal.
Between Rewári and Sirsa	Kurhurbaree, Gourangdih, Borrea, Sibpur, and Desherghar coal.
Between Achnera and Cawnpore	Kurhurbaree, Gourangdih, Barákar, Sibpur, and Loyabad coal.

The actual quantities of the different descriptions of fuel, the rates at which they were purchased and the places of delivery are given below:

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
Kurhurbaree	56,204	2 4 0	Into wagons at Giridíh.
		13 2 0	In Bombay harbour.
Borrea	1,074	3 4 0	Into wagons at Sitarámpore.
Salanpore Borrea		13 8 0	In Bombay harbour.
Gourangdih	13,695	3 0 0	Into wagons at Gourangdih.
		12 13 0	In Bombay harbour.
Barákar	3,169	11 10 0	In boats alongside.
Sibpur	3,587	3 0 0	Into wagons at Ásansol.
Desherghar	2,298	13 2 0	In Bombay harbour.
		3 4 0	At Radhanagar.
Rajpur	515	2 14 0	Into wagons at Barákar.
Jherria	490	2 7 0	At Dhanbaid.
Sejoosh	214	2 4 0	Into wagons at Kátrásgarh.
Sitarámpur	13	3 0 0	Into wagons at Ásansol.
Great Eastern	14	2 12 0	Into wagons at Kátrásgarh.
Loyabad	489	2 8 0	At Dhanbaid.
Singareni	2,933	16 2 0	At Khandwa.
Ferndale steam	95	17 8 0	In Bombay harbour.
Firewood	1,338	Per 100 cubic feet 5 0 0	Over the whole line.

Southern Mahratta Railway system (metre gauge).

19. The description of fuel chiefly used on the several sections of the railway system is shown below:

On the Haribar-Nanjangúd section. On the main line (Gadag to Bezwada). On the Guntakal-Hindupur section. On the Bijápur branch (Gadag to Hotgi). On the Poona branch (Poona to Miraj).	Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the Poona branch (Miraj to Londa). On the Kolhápur-Miraj section. On the main line (Castle Rock to Gadag). On the Haribar branch (Hubli to Haribar).	Firewood at Rs. 4-1-3 and Rs. 8-0-0 per ton, delivered in stacks at contract depôts.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Singareni unscreened coal	34,882
Firewood	31,170

The fuel supplied was generally of good quality and the arrangements for delivery were satisfactory.

South Indian Railway system (metre gauge).

20. The coal used on the different sections of the line was obtained from the following sources:

Throughout the system	Barákar coal from the Zoyabad colliery at Rs. 13-6-0 per ton, delivered at Negapatam, Tuticorin, Cuddalore and Madras.
On the Dharmavaram-Nellore section	Singareni coal at Rs. 11-4-0 per ton, delivered at Pákala.

Small quantities of Jherriah and Singareni coal were used at Rénigunta and Arkonam. Jherriah coal was purchased at Rs. 12-11-6 per ton, delivered at Cuddalore.

Firewood was purchased at Rs. 5 and Rs. 4-12-0 per ton from the Forest department and from contractors, respectively.

The arrangements for the delivery of coal were satisfactorily carried out except at Pákala, owing to the delay in the opening of the Bezwada-Madras railway.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Barákar	39,571
Singareni	2,293
Jherriah	14
Firewood	36,431

Assam-Bengal Railway (metre gauge).

21. Borrea coal (8,468 tons) supplied by the New Beerbhoom and the Borrea Coal Companies was used over the whole line.

The purchase rates per ton were Rs. 7-12-0 and Rs. 8-0-0 delivered into wagons at Chandpur. The quality of coal and the arrangement for its delivery were satisfactory.

Burma Railways (metre gauge).

22. Bengal and Burma coal and firewood were chiefly used on the Sittang, Mandalay and Mu Valley lines and Bengal coal and firewood on the Irrawaddy line.

The rates at which they were purchased were as follows:

Bengal coal of various kinds at an average rate of Rs. 10-14-1 per ton, delivered at Rangoon.
Thingadaw (Burma) coal at an average rate of Rs. 9-6-5 per ton, delivered at Mandalay.
Firewood at an average rate of Rs. 4-10-10 per 100 cubic feet, delivered at various dapôts in Upper and Lower Burma.
Small quantities of English coal at an average rate of Rs. 40-0-0 per ton, delivered at Botatong.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	40,672
Thingadaw (Burma) coal	3,131
English coal	290
Firewood	26,738

Rohilkund and Kumaon Railway system (metre gauge).

23. Wood fuel was chiefly used between Lucknow and Mailáni, between Máilani and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the company's section of the line.

The rate paid for wood fuel was Rs. 3-5-0 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 3-8-0 per ton, delivered into wagons at Giridíh.

The actual quantities of coal and wood fuel used were:

	Tons.
Bengal coal	269
Wood fuel	12,967

Jodhpore-Bickaneer Railway (metre gauge).

24. Giridíh coal (4,608 tons) was used on both the Jodhpore and Bickaneer sections of the line; and Singareni coal (744 tons) on the Jodhpore section only. The rate paid for Giridíh coal was Rs. 2-12-0 per ton from January to July, and Rs. 3-8-0 per ton from August to December, delivered into wagons at Giridíh, and the rate for Singareni coal was Rs. 5 per ton, delivered into wagons at Yellandu.

Bhávnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).

25. The descriptions of fuel used on the system were:

	Tons.
Cardiff coal	3,288
Bengal coal	4,572
Wood	67

The price per ton of Cardiff coal varied between Rs. 23-12-0 and Rs. 26-0-0 and of Bengal coal between Rs. 17-0-0 and Rs. 19-8-0, delivered into wagons at Bhávnagar docks. For firewood, old sleepers and jungle wood were supplied by the company's engineering and stores departments at Rs. 11-1-0 per ton, delivered at Bhávnagar Para and Jetalsar.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1898.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDIH (KURHURBARREE) BEST STEAM COAL. (a)				Average cost per ton in terms of Giridih (Kurhurbaree) best steam coal	Average lead.	
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross tonmiles.			
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.		Miles.
I	EAST INDIAN	Bengal coal and coke	379,746	2·02	0·8(	379,746	60·92	50·03	164·68	2·08	Bengal, Coke,	240·63 205·68
II	BENGAL CENTRAL	Bengal coal	9,822	6·04	2·5	7,858	46·65	40·15	212·90	7·55	Bengal,	184·00
III	BENGAL-NÁGPUR	Bengal and Umaria coal; but principally Bengal coal	46,571	3·04	1·1(	41,495	47·64	43·19	140·97	3·41	Bengal, Umaria,	280·33 4·04
IV	INDIAN MIDLAND	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal	55,149	8·36	3·8(	39,662	46·77	41·11	142·67	11·62	Umaria, Bengal, Mohpáni, Wood,	344·32 689·96 90·33 76·55
XII	NORTH WESTERN STATE	English, Bengal, Dandot and Khost coal; also patent fuel and wood	242,119	12·50	4·5(	218,520	46·19	40·89	132·93	13·85	See footnote (b).	
XIV	OUDH AND ROHILKHAND STATE.	Bengal coal	48,336	10·18	2·9(	48,336	40·70	34·55	132·05	10·18	Bengal,	503·23
XV	EASTERN BENGAL STATE	Bengal coal	52,420	4·79	2·0(	39,133	44·73	31·82	141·34	6·42	...	
XVII	EAST COAST STATE	Bengal and Singareni coal; but principally Singareni coal	21,979	7·42	2·7(	18,695	44·84	38·91	144·94	8·72	Singareni, Bengal.	283·67 290·68
XIX	GREAT INDIAN PENINSULA.	English, Warora, Umaria, Bengal, Nerbudda, Sanctoria, and Singareni coal and wood	245,849	8·64	3·6(	188,383	44·66	39·48	146·19	11·28	See footnote (c).	
XX	BOMBAY, BARODA AND CENTRAL INDIA.	English Bengal, and Singareni coal and wood	76,027	14·49	6·4(	74,832	60·95	51·69	157·55	14·73	English, Bengal, Singareni, Wood,	57·29 181·43 187·27 23·00
XXI	MADRAS	Bengal and Singareni coal and patent fuel and wood	65,691	13·91	5·5(	58,807	50·65	42·34	173·18	15·36	Wood,	14·40
XXXIII	THE NIZAM'S GUARANTEED STATE.	Singareni unscreened coal	29,897	4·61	2·3(	27,206	64·25	56·86	163·91	5·06	Singareni	105·00
	METRE GAUGE.											
XL	BENGAL AND NORTH-WESTERN—(Company's section)	Bengal coal and wood; but principally Bengal coal	33,493	5·29	1·2(	33,493	32·97	27·56	174·40	5·29	Bengal, Wood,	274·30 90·00
XLII	RAJPUTANA-MALWA	English, Bengal and Singareni coal and wood; but principally Bengal coal	85,326	15·55	3·6(	85,34(	32·45	28·37	147·00	15·54	English, Bengal, Singareni,	360·34 709·33 79·36
XLIV	SOUTHERN MAHRATTA	Singareni coal and wood	49,550	7·72	2·2(	41,292	34·15	30·82	184·77	9·27	Singareni, Wood,	480·00 73·00
XLVII	SOUTH INDIAN	Bengal and Singareni coal and wood	54,557	13·07	3·2(	48,773	31·31	26·50	198·68	14·61	Bengal, Singareni, Wood,	60·91 58·08 50·98
XLIX	ASSAM-BENGAL	Bengal coal	8,468	7·17	2·1(	7,622	36·84	30·53	156·35	7·97	Bengal,	59·63
L	BURMA	Bengal, Burma and English coal and wood	52,423	10·86	3·0(	48,128	36·48	30·78	190·59	11·83	Bengal, Burma, English, Wood,	103·59 120·29 124·03 0·45
LI	EASTERN BENGAL STATE—NORTHERN AND BEHAR SECTIONS (including the Kaunia Dharlla, 2' 6" gauge, branch).	Bengal coal	24,076	5·66	1·4(	18,883	27·62	22·14	150·03	7·39	...	
	DACCA SECTION	Bengal coal	3,394	6·41	1·5(	2,895	29·09	22·73	199·17	7·51	...	
LVII	ROHILKUND AND KUMAON (Company's section).	Bengal coal and wood; but principally wood	5,456	8·85	1·5(	5,456	24·11	20·03	134·64	8·85	Bengal, Wood,	689·43 47·20
LXXI	JODHPORE-BICKANEER—											
	JODHPORE SECTION	Bengal and Singareni coal	4,674	20·22	4·2(	4,637	29·48	27·73	153·64	20·39	Bengal, Singareni,	974·07 1,233·00
	BICKANEER SECTION	Bengal coal	678	20·38	3·8(	678	26·33	25·79	187·84	20·38	Bengal,	965·70
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	English and Bengal coal and wood	7,887	20·56	4·39	8,251	31·30	28·63	192·43	19·65	English, Bengal,	13·58 109·56

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridih (Kurhurbaree) best steam coal by using the equivalent (s) adopted by that railway as exhibited in the statement on the next page.

(b) Bengal 993·92
Dandot 127·00
English 202·00
Khost 50·00
Patent fuel, Khost 19·00
Patent fuel, English 627·00
Wood 30·00

(c) Nerbudda 138·84
Umaria, large 188·72
Umaria, screened 189·47
Warora 212·40
Sanctoria 729·25
Singareni, unscreened 518·00
Bengal, sea borne 47·35
English coal purchased locally 12·23

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Classification No.	Railway (including lines worked.)	Standard Giridih (Kurhurbaree) best steam coal.	Description of fuel.																														
			Patent fuel.				*Bengal coal.*																		*Singareni coal.*									
			English coal.	English.	Khost.	Dandot.	Sanctoria.	Kholdiah.	Beerbhoom.	Barakar.	Gourangdih.	Kaloobathan.	Salanpur.	Sibpur.	Dhanbaid.	Giridih.	Katras, Jherriah.	Borrea.	Dhadka.	Kustori.	Desherghar.	Bengal sea-borne coal	Screened.	Unscreened.	Umaria coal.	Warora coal.	Nerbudda coal.	Mohpani coal.	Dandot coal.	Khost coal.	Burma (Thingadaw) coal.	Wood.			
	Standard gauge.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
II	Bengal Central	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·25	...	...	...	...	...	...	...	...	...	...	...	...			
III	Bengal-Nágpur	1·00	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...	...	1·25	...	...	...	...	...	...			
IV	Indian Midland	1·00	...	...	...	...	...	1·11	...	...	1·11	1·11	...	...	1·11	...	...	...	...	1·11	...	...	...	...	1·49	...	...	1·49	...	...	3·00			
XII	North Western State	1·00	0·90	0·80	1·28	...								1·11								...	...	...	...	...	...	1·56	1·28	...	2·22			
XV	Eastern Bengal State	1·00	...	...	...	...	...	...	...	1·14	1·39	...	1·28	...	...	...	...	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...			
XVII	East Coast State	1·00	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	1·18	...	...	...	...	...	...	...	...			
XIX	Great Indian Peninsula	1·00	0·80	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·11	1·25	1·25	1·79	1·52	...	...	...	...	2·50			
XX	Bombay, Baroda and Central India	1·00	0·80	...	...	...								1·11									1·05								2 50			
XXI	Madras	1·00	...	0 80	...	...	...	...	...	...	1·23	...	...	...	...	...	...	...	...	...	...	...	1·23	...	...	...	...	...	...	...	...	3·03			
XXXIII	The Nizam's Guaranteed State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·10	...	...	...	...	...	...	...			
	Metre gauge.																																	
XL	Bengal and North-Western	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·50			
XLII	Rajputana-Malwa	1·00	0·80	...	...	...								1·00									1·00	...	...	...	...	...	...	...	2·50			
XLIV	Southern Mahratta	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	2 56			
XLVII	South Indian	1·00	...	...	...	...	...	...	...	1·14	...	...	...	...	...	...	1·18	...	...	...	...	...	1·82	...	...	...	...	...	...	...	...	2·13 and 2·94		
XLIX	Assam-Bengal	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·11	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
L	Burma	1·00	0·79	...	...	...	...	...	1·18	1·08	...	...	...	...	...	...	...	...	...	1·08	1·18	...	...	...	...	...	...	...	...	1·75	3·23			
LI	Eastern Bengal State—Northern and Behar sections (including the Kaunia Dharla, 2′ 6″ gauge, branch)	1·00	...	...	...	...	...	...	...	...	1·39	...	1·28	...	...	...	...	1·25	...	...	...	...	...	...	...	...	...	...	...	...	...			
	Dacca section	1·00	...	...	...	...	...	...	...	1·14	...	...	1·28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
LVII	Rohilkund and Kumaon (company's section)	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2·50			
LXXI	Jodhpore-Bickaneer	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	...	...	1·05	...	...	...	...	...	...	...	...	...			
LXXIII	Bhávnagar-Gondal-Junágad Porbandar	1·00	0·80	...	...	...								1·11									...	...	...	...	...	...	...	...	2·50			

CHAPTER XII.

Persons employed.

Numbers employed.

Statement No. 40 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1898.

The following is a summary of the figures :

Year ending.	Number of employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians	Natives.	Total.		
Standard gauge.						
Previous year (*a*) . . .	3,797	4,585	207,228	215,610	12,803·61	1,821
31st December 1898 (*b*) . .	3,918	4,734	217,898	226,550	13,462·34	1,942
Metre gauge.						
Previous year (*c*) . . .	990	2,303	77,073	80,366	7,757·75	1,146
31st December 1898 (*c*) . .	1,049	2,202	78,802	82,053	7,988·09	1,172
TOTAL Previous year . .	4,787	6,888	284,301	295,976	20,561·36	2,967
TOTAL 31st December 1898.	4,967	6,935	296,700	308,603	21,450·43	3,114

(*a*) Including the metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Barhwal railway (metre gauge link) and the mixed gauge of the East Coast State railway.

(*b*) Including the metre and special gauge sections of the Eastern Bengal State railway, 32¼ miles of the Mymensingh Jamalpur-Jagannathganj railway, Cawnpore-Barhwal railway (metre gauge link) and the mixed gauge of the East Coast State railway.

(*c*) Excluding the West of India Portuguese metre and special gauge sections of the Eastern Bengal State railway, Cawnpore-Barhwal railway (metre gauge link), and 74·73 miles of the Assam-Bengal railway temporarily closed on account of earthquake, but including the metre gauge mileage of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 3·19 per cent. on the standard gauge and of 5·97 per cent. on the metre gauge lines. East Indians show an increase of 3·25 per cent. on the standard gauge and a decrease of 4·39 per cent. on the metre gauge lines; and Natives an increase of 5·15 per cent. on the standard gauge and 2·24 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows:

	Increase per cent.
Europeans	3·76
East Indians	0·70
Natives	4·86

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF On 31st	
		On 31st December 1897.	On 31st December 1898 (see also statement No. 32, Chapter IX.).	On 31st December 1897.	On 31st December 1898.	Europeans.	East Indians.
	STANDARD GAUGE.						
	State lines worked by companies.						
I	EAST INDIAN	1,889·56	1,896·72	252	262	1,073	721
II	BENGAL CENTRAL	125·01	125·01	26	26	14	16
III	BENGAL-NAGPUR	860·88	1,067·41	95	120	167	313
IV	INDIAN MIDLAND	922·21	970·00	114	118	174	147
	State lines worked by the State.						
XII	NORTH WESTERN	3,399·59	3,400·21	430	433	778	608
XIV	OUDH AND ROHILKHAND (*a*)	891·97	1,030·36	126	141	123	161
XV	EASTERN BENGAL (*b*)	817·88	(*c*) 860·12	160	180	197	295
XVI	CALCUTTA PORT COMMISSIONERS'	8·53	8·53	4	4	2	10
XVII	EAST COAST	538·45	(*d*) 718·66	81	117	59	246
	Lines worked by guaranteed companies.						
XIX	GREAT INDIAN PENINSULA	1,491·31	1,491·31	218	218	717	645
XX	BOMBAY, BARODA AND CENTRAL INDIA	649·83	685·62	112	116	237	171
XXI	MADRAS	857·68	857·68	161	164	187	1,028
	Line owned by native state and worked by company.						
XXXIII	THE NIZAM'S GUARANTEED STATE	(*e*) 350·71	(*e*) 350·71	42	43	(*f*) 69	(*f*) 224
	TOTAL STANDARD GAUGE	12,803·61	13,462·34	1,821	1,942	3,797	4,585

No. 40.

(open lines only) on the 31st December 1898 as compared with the previous year.

SERVANTS EMPLOYED.							
DECEMBER 1897.		ON 31ST DECEMBER 1898.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Classification No.	REMARKS.
48,383	50,177	1,158	763	49,109	51,030	I	
1,227	1,257	8	28	1,348	1,384	II	
8,103	8,583	197	359	10,553	11,109	III	
7,814	8,135	187	158	8,337	8,682	IV	
43,706	45,092	744	600	44,096	45,440	XII	
12,278	12,562	154	171	14,612	14,937	XIV	(*a*) Including the Cawnpore-Burhwal railway (metre gauge link).
16,641	17,133	224	286	17,251	17,761	XV	(*b*) Including the figures of the metre and special gauge sections.
530	542	2	11	495	508	XVI	(*c*) Including the Mymensingh-Jamalpur-Jagannathganj railway, 32¼ miles.
6,011	6,316	76	302	6,085	6,463	XVII	(*d*) Including 2·66 miles (laid on mixed gauge), but excluding 0·33 mile (metre gauge) worked over by the Southern Mahratta railway.
34,119	35,481	708	658	37,638	39,004	XIX	
11,134	11,542	226	184	11,518	11,928	XX	
13,585	14,800	169	1,006	12,997	14,172	XXI	
							(*e*) Excluding 2·19 miles (Trimulgherry branch) used for military traffic only.
(*f*) 3,697	(*f*) 3,990	65	208	3,859	4,132	XXXIII	(*f*) Revised figures.
207,228	215,610	3,918	4,784	217,698	226,550		

STATEMENT

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1897.	On 31st December 1898 (see also statement No. 32, Chapter IX).	On 31st December 1897.	On 31st December 1898.	On 31st	
						Europeans.	East Indians.
	METRE GAUGE.						
	State lines worked by companies.						
XL	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	827·35	928·05	143	154	114	115
	COMPANY'S SECTION						
XLII	RAJPUTANA-MALWA	1,838·83	(a)1,838·44	266	(a)256	388	482
XLIV	SOUTHERN MAHRATTA	1,553·54	(b)1,553·54	207	208	166	564
XLVII	SOUTH INDIAN	1,103·38	1,094·12	165	163	107	618
XLIX	ASSAM-BENGAL (c)	285·90	304·52	45	48	30	59
L	BURMA (d)	887·00	936·13	150	154	117	416
	Assisted companies.						
LIV	DEOGHUR	4·79	4·79	2	2	...	...
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	285·09	285·09	46	46	19	16
LIX	BENGAL-DOOARS (e)	36·40	36·40	10	10	1	3
LX	DIBRU-SADIYA	77·50	(f) 85·00	15	(f) 17	9	...
	Lines owned and worked by native states.						
LXXI	JOHDPORE-BICKANEER	364·00	406·00	40	48	3	2
LXXII	OODEYPORE-CHITOR	(g)	60·83	(g)	7	(g)	(g)
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	433·97	455·18	57	64	36	28
	TOTAL METRE GAUGE .	7,757·75	7,988·09	1,146	1,172	990	2,303
	TOTAL STANDARD AND METRE GAUGES .	20,561·36	21,459·43	2,967	3,114	4,787	6,888

No. 40—*concld.*

(open lines only) on the 31st December 1898 as compared with the previous year—concld.

SERVANTS EMPLOYED.							
DECEMBER 1897.		ON 31ST DECEMBER 1898.				Classification No.	REMARKS.
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
13,419	13,648	151	110	14,119	14,380	XL	
20,136	21,006	386	509	20,708	21,603	XLII	(*a*) Decrease due to the Oodeypore-Chitor railway having been worked as an independent line from the 1st January 1898.
12,239	12,969	191	441	11,800	12,432	XLIV	(*b*) Including 0·33 mile (metre gauge) of the East Coast State railway worked over by this line.
12,013	12,738	105	630	11,916	12,651	XLVII	(*c*) Excluding the Gauháti-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897. on account of damages done by the recent earthquake.
3,281	3,370	24	69	3,302	3,395	XLIX	(*d*) Excluding Police, which is under the control of the Inspector General of Police, Burma.
8,687	9,220	121	398	9,124	9,643	L	
56	56	...	...	56	56	LIV	
2,235	2,270	26	14	2,311	2,351	LVII	
403	407	2	3	311	316	LIX	(*e*) Excluding Agency, Audit and Accounts.
722	731	9	...	775	784	LX	(*f*) Including the colliery branch.
1,356	1,361	3	2	1,495	1,500	LXXI	
(*g*)	(*g*)	2	1	312	315	LXXII	(*g*) Included with the Rajputana-Malwa railway which worked the line in 1897.
2,526	2,590	29	25	2,573	2,627	LXXIII	
77,073	80,366	1,049	2,202	78,802	82,053		
284,301	295,976	4,967	6,926	296,700	308,603		

Provident Institutions.

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1898:

STATEMENT No. 41.

Classification No.	Railway.	Number of staff depositing.	Number of Depositors.		Amount at credit on the 31st December 1898.				Remarks.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
	Standard Gauge.	No.	No.	No.	Rs.	Rs.	Rs	Rs.	
	State lines worked by companies.								
I	East Indian	7,228	(a) 5,101	(a) 7,228	(b)	(b)	(b)	1,01,29,790	(a) The number under "voluntary" represents subscribers over 5 per cent., and that under "compulsory" subscribers of 5 per cent. only. (b) Not shown separately. (c) Excluding the East Indian railway.
II	Bengal Central	289	...	289	...	24,435	5,360	29,795	
III	Bengal-Nágpur	1,472	81	1,472	14,997	2,40,349	1,07,820	3,63,166	
IV	Indian Midland	1,602	84	1,602	18,585	3,46,199	11,707	3,76,491	
	Total	10,591	5,266	10,591	(c) 33,582	(c) 6,10,983	(c) 1,24,887	1,08,99,242	
	State lines worked by the State.								
XII	North Western	5,685	288	5,683	58,496	17,18,392	15,43,133	33,20,021	
XIV	Oudh and Rohilkhand	1,536	100	1,525	23,460	4,11,749	2,96,978	7,31,187	
XV	Eastern Bengal (d)	3,212	102	3,110	17,260	6,19,672	5,46,576	11,83,508	(d) Including the metre and special gauge sections of this railway.
XVII	East Coast	916	20	916	6,262	1,02,939	68,692	1,77,893	
	Total	11,349	510	11,234	1,05,478	28,52,752	24,54,379	54,12,609	
	Total standard gauge	21,940	5,776	21,825	(c) 1,39,060	(c) 34,63,735	(c) 25,79,266	1,63,11,851	
	Metre Gauge.								
	State lines worked by companies.								
XL	Bengal and North-Western—								
	Tirhoot section	1,249	5	1,249	10,517	3,09,226	2,53,160	5,72,903	
	Company's section								
XLII	Rajputana-Malwa	3,048	227	3,045	73,653	9,08,930	8,24,246	18,06,829	
XLIV	Southern Mahratta	2,922	...	2,922	...	5,28,806	2,04,718	(e) 7,33,524	(e) Including Rs. 98,631 on account of interest.
XLVII	South Indian	2,025	16	2,009	4,585	3,23,619	1,85,061	5,13,265	
L	Burma	1,652	13	1,652	8,394	3,23,701	2,42,104	5,74,199	
	Total metre gauge	10,896	261	10,877	97,149	23,94,282	17,09,289	42,00,720	
	Collieries.								
	Umaria Colliery	18	1	17	150	6,303	1,872	(f) 8,325	(f) Excluding a sum of Rs. 1,185 on account of security at the credit of three depositors. (g) Excluding a sum of Rs. 646 on account of security at the credit of two depositors.
	Warora Colliery	33	6	27	1,314	12,611	8,372	(g) 22,297	
	Total Collieries	51	7	44	1,464	18,914	10,244	30,622	
	Grand Total	32,887	6,044	32,746	(c) 2,37,673	(c) 58,76,931	(c) 42,98,799	2,05,43,193	

Railway Volunteer Corps.

3. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1899:

STATEMENT No. 42.

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	(a) 1,947	60	165	1,698	1,923	24	15	...	Jamálpur.	(a) Including 270 non-railway employés.
III	Bengal-Nágpur railway—										
	Bengal-Nágpur railway Volunteer Rifles	813	30	135	648	813	...	7	...	Nágpur.	
IV	Indian Midland railway—										
	Midland Railway Volunteer Rifles	418	20	42	345	407	11	3	...	Jhánsi.	
XII	North Western State railway—										
	3rd Punjab (North Western State Railway) Volunteer Rifles	1,181	48	118	1,015	1,181	...	10	2	Lahore.	
XIV	Oudh and Rohilkhand State railway—										
	Oudh Volunteer Rifles	248	8	29	206	243	5	4	...	Lucknow.	
	Oudh Volunteer Rifles (Reserve)	9	...	...	9	9	...	...	...	Lucknow.	
	Rohilkhand Volunteer Rifles	89	2	15	72	89	...	1	...	Bareilly.	
	Cawnpore Volunteer Rifles	1	...	...	1	1	...	...	...	Cawnpore.	
	Oudh Light Horse	1	...	...	1	1	...	...	...	Lucknow.	
	Carried over	4,707	168	504	3,995	4,667	40	40	2		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1899—contd.

STATEMENT No. 42—*contd.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	1st Sergeant Instructors, and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	4,707	168	504	3,995	4,667	40	40	2		
XV	Eastern Bengal State railway—										
	Active	(a)529	20	70	425	515	14	3	...	Sealdah.	(a) Including 45 non-railway employés.
	Reserve	36	1	1	29	31	5	...	...	Rajbári.	
XIX	Great Indian Peninsula railway	1,020	27	144	839	1,010	10	10	4	Bombay.	
XX	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	653	21	111	513	645	5	5	1	Bombay.	
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles (Reserve) .	40	...	5	34	39	1	...	...	Bombay.	
XXI	Madras railway . . .	955	29	96	796	921	34	9	...	Perambúr.	
XXXIII	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles .	188	4	27	154	185	3	1	..	Secunderabad.	
XL	Bengal and North-Western railway (b)—										(b) Including the Tirhoot section.
	Gorakhpur Volunteer Rifles .	(c)313	16	30	267	313	...	2	...	Sonepore.	(c) Including 26 non-railway employés.
	Gorakhpur Light Horse .	23	2	4	22	23	...	1	...	Gorakhpur.	
XLII	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	860	32	111	705	848	12	10	...	Ajmere.	
	Carried over .	9,329	323	1,103	7,779	9,205	124	82	7		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1899—concld.

STATEMENT No. 42—*concld.*

Classification No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	1st Sergeant Instructors, and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward. . . .	9,329	323	1,103	7,779	9,205	124	82	7		
XLIV	Southern Mahratta railway .	672	23	70	577	670	2	6	...	Hubli.	
XLVII	South Indian railway—										
	South Indian railway Volunteer Rifle Corps . . .	704	19	96	541	656	108	7	...	Trichinopoly.	
L	Burma railways . . .	628	8	77	513	598	30	9	2	Rangoon.	
LVII	Rohilkund and Kumaon railway (Company's section)—										
	Rohilkund Volunteer Rifles .	25	...	1	20	21	4	1	...	Bareilly.	
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles "F" Company	(a)69	1	13	53	67	2	1	...	Jetalsar.	(a) Including 10 non-railway employés.
LXXXIII	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles "A" and "B" Troops	16	1	2	13	16	...	1	...	Darjeeling.	
XCV	Morvi railway.										
	1st Battalion Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company	2	...	...	2	2	...	...	...	Jetalsar.	
	TOTAL .	11,505	375	1,362	9,493	11,235	270	107	9		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1898 on account of thefts.

STATEMENT

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	Railway, including branch lines worked.	Subordinate officers.	Constables and men.	Portion of the total annual	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	East Indian	32	1,599	47,215	1,13,651
II	Bengal Central (*a*)	9	18	1,391	4,069
III	Bengal-Nágpur	6	285	6,684	21,026
IV	Indian Midland	29	235	19,051	18,685
VI	Godhra-Rutlam-Nágdá	7	53	1,618	6,125
	State lines worked by the State.				
XII	North Western	220	2,105	...	1,10,807
XIII	Hyderabad-Shadipalli	1	28	...	2,258
XIV	Oudh and Rohilkhand	...	407	(*b*) 298	27,382
XV	Eastern Bengal	54	577	480	32,946
XVII	East Coast	...	99	...	10,108
	Lines worked by guaranteed companies.				
XIX	Great Indian Peninsula	21	991	34,720	95,684
XX	Bombay, Baroda and Central India	50	398	13,253	33,767
XXI	Madras	7	286	12,340	20,586
	Line owned by native state and worked by company.				
XXXIII	The Nizam's Guaranteed State	29	177	8,606	23,503
	Line owned by native state and worked by State railway agency.				
XXXVII	Rájpura-Bhátinda	5	46	...	837
	METRE GAUGE.				
	State lines worked by companies.				
XL	Bengal and North-Western—				
	Tirhoot section	5	365	6,120	27,405
	Company's section (*a*)				
XLII	Rajputana-Malwa (*d*)	144	686	39,200	82,807
XLIV	Southern Mahratta	13	733	30,834	1,17,440
XLVII	South Indian	...	216	...	(*f*) 43,194
XLIX	Assam-Bengal	1	105	2,146	7,810
L	Burma	62	405	...	...
	Assisted companies.				
LVII	Rohilkund and Kumaon (Company's section)	11	127	3,054	6,109
LIX	Bengal Dooars	...	9	...	1,216
	Line owned and worked by native state.				
LXXIII	Bhávnagar Gondal-Junágad-Porbandar	25	143	...	...
	TOTAL STANDARD AND METRE GAUGES	731	10,093	2,27,010	8,07,415

* Based on figures given

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1898.

COST BORNE BY THE RAILWAY.*		Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Classification No.	Remarks.
Contingencies.	Total cost of force to the railway.					
Rs.	Rs.	Rs.	Rs.	Rs.		
24,956	1,85,822	96·47	19,660	3	I	
2,426	7,886	63·08	...	...	II	(a) Although for convenience classed amongst State railways, this line is the property of a company.
2,344	30,054	32·48	105	...	III	
4,067	41,803	42·81	...	...	IV	
373	8,116	57·50	478	2	VI	
10,317	1,21,124	37·35	1,000	...	XII	
...	2,258	38·32	...	...	XIII	
1,403	29,083	29·23	1,534	1	XIV	(b) Represents the pay of one clerk.
125	33,551	40·80	12,517	8	XV	
3,086	13,194	24·16	...	...	XVII	
9,419	(c) 1,39,828	98·75	7,349	3	XIX	(c) The cost shown against this railway represents $\frac{1}{10}$ths of the total cost of the police force.
4,563	51,583	111·92	3,369	2	XX	
5,161	38,087	44·41	3,328	3	XXI	
1,317	33,426	94·23	...	...	XXXIII	
...	337	7·75	...	...	XXXVII	
1,592	35,117	39·53	2,827	3	XL	
2,990	1,24,997	69·99	5,325	...	XLII	(d) Includes only the Mehsána-Viramgam section of the Gaekwar's Mehsána railway, as this is the only section on which the police force is paid by the railway.
18,976	(e) 1,67,250	107·47	860	1	XLIV	(e) Including the adjustment of Company's share of Mysore police charges from 12th August 1889 to 31st December 1894, Rs. 82,066.
...	43,194	39·28	1,460	2	XLVII	(f) Including Rs. 80,897, being cost of Government supervision.
876	10,832	37·20	...	...	XLIX	
...	87,268	93·20	2,014	2	L	
1,398	10,561	38·00	476	2	LVII	
54	1,270	34·89	...	...	LIX	
...	(g) 31,742	71·08	222	1	LXXIII	(g) Figures taken from the Revenue Accounts, which include Rs. 6,726 on account of railway magisterial charges.
95,443	12,48,878	62·95	62,524	1		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the year 1898:

STATEMENT No. 44.

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the lines on 31st December 1897.	Number added during 1898. *	Average number of locomotives in use during 1898.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN . . .	605	26	617	16,809,680	26,434	72·42	
II	BENGAL CENTRAL . .	23	...	22	438,417	19,928	54·60	
III	BENGAL-NÁGPUR . .	118	...	109	2,152,142	19,744	54·09	
IV	INDIAN MIDLAND . .	125	...	125	2,161,212	17,290	47·37	
	State lines worked by the State.							
XII	NORTH WESTERN . .	622	18	595	11,972,346	20,122	55·13	
XIV	OUDH AND ROHILKHAND .	166	3	160	3,184,100	19,623	53·77	
XV	EASTERN BENGAL . .	104	...	104	2,755,084	26,491	72·58	
XVII	EAST COAST . . .	57	14	56	1,076,319	19,213	52·64	
	Lines worked by guaranteed companies.							
XIX	GREAT INDIAN PENINSULA .	605	...	605	10,689,045	17,668	48·41	
XX	BOMBAY, BARODA AND CENTRAL INDIA. . . .	162	20	169	3,242,560	19,238	52·71	
XXI	MADRAS	166	2	168	3,111,138	18,519	50·74	
	Line owned by native state and worked by company.							
XXXIII	THE NIZAM'S GUARANTEED STATE	50	...	50	1,071,696	21,434	58·72	

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 44—*concld.*

Classification No.	RAILWAY (INCLUDING LINES WORKED).	Number of locomotives on the line on 31st December 1897.	Number added during 1898. *	Average number of locomotives in use during 1898.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine *per diem*.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	METRE GAUGE.							
	State lines worked by companies.							
XL	BENGAL AND NORTH-WESTERN.							
	TIRHOOT SECTION . .	110	45	145	2,721,687	18,770	51·43	
	COMPANY'S SECTION . .							
XLII	RAJPUTANA-MALWA . .	426	(*a*)—8	417	6,738,083	16,158	44·27	(*a*) Two added but ten withdrawn during 1898.
XLIV	SOUTHERN MAHRATTA . .	(*b*) 220	...	183	3,001,175	16,400	44·93	(*b*) Includes the tender of one condemned engine.
XLVII	SOUTH INDIAN	205	3	204	4,113,743	20,151	55·21	
XLIX	ASSAM-BENGAL	53	...	36	595,251	15,535	42·56	
L	BURMA	147	3	144	3,502,072	23,663	64·83	
	State line worked by the State.							
LI	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) . . .	72	...	71	1,910,800	26,743	73·27	
	DACCA SECTION	12	...	12	285,353	24,121	66·09	
	Assisted company.							
LVII	ROHILKUND AND KUMAON	27	...	26	610,208	23,470	64·30	
	Lines owned and worked by native States.							
LXXI	JODHPORE-BICKANEER . .	17	...	17	433,402	25,494	69·85	
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR . .	33	1	34	645,496	18,985	52·01	

2. Statement No. 45 on the four following pages shows the number of miles run by trains and vehicles during 1898.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT

Number of miles travelled by trains and vehicles on the standard and metre

Classification No.	Railway (including lines worked).	NUMBER OF TRAIN-MILES RUN.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.					
I	East Indian	5,287,442	8,674,781	4,273,559	13,962,223	7,248·28
II	Bengal Central	237,235	140,116	248,919	377,351	3,018·81
III	Bengal-Nágpur	789,423	1,161,474	1,165,779	1,950,897	2,108·90
IV	Indian Midland	825,902	1,073,862	784,455	1,899,764	1,945·52
V	Bhopal-Itársi (British section)	Worked by the Indian Midland railway			...	...
VI	Godhra-Rutlam-Nágdá	Worked by the Bombay, Baroda and Central India railway			...	...
VII	Wardha Coal	Worked by the Great Indian Peninsula railway ...				...
VIII	Dhond-Manmad					
IX	Bezwada extension (East Coast State)	Worked by the Nizam's Guaranteed State railway			...	
X	Washermenpet-Ennúr section (Bezwada-Madras).	Worked by the Madras railway ...			...	...
	Total	7,140,002	11,050,233	6,472,712	18,190,235	...
	State lines worked by the State.					
XII	North Western	4,197,204	6,399,891	4,064,103	10,597,095	3,108·25
XIII	Hyderabad-Shadipalli	Worked by the North Western State railway ...				...
XIV	Oudh and Rohilkhand	1,238,868	1,421,388	1,380,789	2,660,256	2,905·80
XV	Eastern Bengal	1,050,599	909,391	411,176	1,959,990	7,598·04
XVI	Calcutta Port Commissioners'	Information not available		...	...	...
XVII	East Coast	473,372	460,638	827,446	934,010	1,710·42
XVIII	Ennúr-Bezwada section (Bezwada-Madras)	Worked by the East Coast State railway			...	...
	Total	6,960,043	9,191,308	6,683,514	16,151,351	...
	Lines worked by guaranteed companies.					
XIX	Great Indian Peninsula	4,138,774	5,260,640	749,256	9,449,423	6,836·83
XX	Bombay, Baroda and Central India	1,224,791	1,525,244	454,799	2,750,035	4,212·93
XXI	Madras	1,256,831	1,343,715	1,378,221	2,600,546	3,032·07
	Total	6,670,396	8,129,608	2,582,276	14,800,004	...
	Assisted companies.					
XXII	Delhi-Umballa-Kalka	Worked by the East Indian railway			...	...
XXIII	Tarkessur					
XXIV	Southern Punjab (Delhi-Samásata)	Worked by the North Western State railway ...				...
XXV	Tápti Valley	Worked by the Bombay, Baroda and Central India railway ...				
	Total	...	...	...	...	...
	Lines owned by native states and worked by companies.					
XXVIII	Khámgaon	Worked by the Great Indian Peninsula railway ...				...
XXIX	Amráoti					
XXX	Bína-Goona	Worked by the Indian Midland railway			...	...
XXXI	Bhopal-Ujjain					
XXXII	Bhopal-Itársi (Native state section)					
XXXIII	The Nizam's Guaranteed State	224,899	723,552	460,586	948,451	2,673·95
XXXIV	Nágdá-Ujjain	Worked by the Bombay, Baroda and Central India railway				...
XXXV	The Gaekwar's Petlád					
XXXVI	Kolar Gold-fields	Worked by the Madras railway ...			...	...
	Total	224,899	723,552	460,586	948,451	...
	Lines owned by native states and worked by state railway agency.					
XXXVII	Rájpura-Bhatinda	Worked by the North Western State railway ...				...
XXXVIII	Jammu and Kashmir (Native state section)					
	Total	...	...	...	...	...
	Total standard gauge	20,995,340	29,094,701	16,199,088	50,090,041	...

No. 45.

gauge railways during the year ending with the 31st December 1898.

NUMBER OF VEHICLE-MILES RUN.							Classification No.	REMARKS.
TOTAL MILEAGE OF HOME VEHICLES ON HOME AND FOREIGN LINES.			AVERAGE MILEAGE PER VEHICLE.					
			Coaching.		Goods.			
Coaching.	Goods.	Total.	During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
95,210,545	236,428,857	331,639,402	69,853·66	191·38	23,378·71	64·05	I	
3,501,871	1,993,806	5,495,677	34,332·00	94·06	6,140·64	16·82	II	
14,219,814	49,941,605	64,161,419	48,614·75	133·19	15,621·40	42·80	III	
13,701,168	27,295,452	40,996,620	36,331·10	100·91	13,256·65	36·32	IV	
...	...	...	...	...	...	...	V	
...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	VII VIII	
...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	X	
126,633,398	315,659,720	442,293,118	...	...	...	...		
79,425,293	172,548,645	251,973,938	35,106·96	96·18	15,954·18	43·71	XII	
...	...	...	...	...	...	...	XIII	
22,148,673	61,912,632	84,061,305	37,350·21	102·33	17,427·81	47·75	XIV	
13,790,674	26,519,599	40,310,273	32,451·70	88·91	12,501·05	34·25	XV	
...	..	...	...	...	...	...	XVI	
8,239,325	8,831,692	17,071,017	30,180·68	82·69	6,219·50	17·04	XVII	
...	...	...	...	...	...	...	XVIII	
123,603,965	269,812,568	393,416,533	...	...	...	...		
54,312,061	106,496,796	160,808,857	47,809·91	130·99	13,625·49	37·33	XIX	
18,596,179	57,885,340	76,481,519	41,602·19	113·98	13,819·40	37·86	XX	
18,613,533	36,763,619	55,377,152	29,151·97	79·87	11,851·59	32·47	XXI	
91,521,773	201,145,755	292,667,528	...	...	...	...		
...	...	...	...	..	...	...	XXII XXIII	
...	...	...	...	...	...	...	XXIV	
...	...	...	...	...	...	...	XXV	
...	...	...	...	...	...	...		
...	...	...	...	...	...	...	XXVIII XXIX	
...	...	...	...	...	...	...	XXX XXXI XXXII	
4,553,005	13,645,958	18,198,963	37,941·71	103·95	16,342·46	44·77	XXXIII	
...	...	...	...	...	...	...	XXXIV XXXV	
...	...	...	...	...	...	...	XXXVI	
4,553,005	13,645,958	18,198,963	...	...	...	...		
...	...	...	...	...	...	...	XXXVII XXXVIII	
...	...	...	...	...	...	...		
46,312,141	800,254,001	1,146,576,142	...	...	...	...		

STATEMENT

Number of miles travelled by trains and vehicles on the standard and metre gauge

Classification No.	Railway (including lines worked).	Number of train-miles run.				
		Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.					
XL	Bengal and North-Western—(*a*)					
	Tirhoot section	1,191,101	1,267,725	1,472,268	2,458,826	2,586·01
	Company's section					
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon	Worked by the Rohilkund and Kumaon railway (Company's section)				
XLII	Rajputana-Malwa	2,155,299	3,736,369	2,628,523	5,891,668	3,204·71
XLIII	Pálanpur-Deesa	Worked by the Rajputana-Malwa railway			...	...
XLIV	Southern Mahratta	861,128	1,847,153	1,388,911	2,708,281	1,740·32
XLV	Guntakal-Mysore frontier	Worked by the Southern Mahratta railway			...	...
XLVI	Mysore section (Southern Mahratta)					
XLVII	South Indian	1,940,487	1,548,801	1,237,112	3,489,288	3,132·59
XLVIII	Máyavaram-Mutupet	Worked by the South Indian railway			...	...
XLIX	Assam-Bengal	152,042	311,357	326,098	463,399	1,591·35
L	Burma	1,319,848	1,635,058	1,933,152	2,954,906	3,156·51
	Total	7,619,905	10,346,463	8,931,064	17,966,368	...
	State line worked by the State.					
LI	Eastern Bengal—					
	Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	647,629	884,011	734,006	1,531,640	3,201·12
	Dacca section	129,432	93,520	200,549	223,952	2,594·88
	Total	777,061	977,531	934,555	1,754,592	...
	Assisted companies.					
LIV	Deoghue	...	...	...	(*b*) 15,360	3,206·68
LVI	Mymensing-Jamalpur-Jagganathganj	Worked by the Eastern Bengal State railway				...
LVII	Rohilkund and Kumaon	171,168	325,653	380,497	506,821	1,823·88
LIX	Bengal-Dooars	20,824	25,830	35,385	46,654	1,281·70
LX	Dibru-Sadiya	43,330	191,647	129,991	234,977	2,764·43
LXI	Ledo and Tikak-Margherita colliery	Worked by the Dibru Sadiya railway			...	...
LXII	Ahmedabad-Parántij	Worked by the Rajputana-Malwa railway			...	...
	Total	235,322	553,130	546,373	803,812	...
	Lines owned by native states and worked by companies.					
LXIV	The Gaekwar's Mehsána	Worked by the Rajputana-Malwa railway			...	...
LXV	Kolhápur					
LXVI	Yesvantpur-Mysore frontier	Worked by the Southern Mahratta railway			...	...
LXVII	Mysore-Nanjangúd					
	Total	...	...	...	...	...
	Lines owned and worked by native states.					
LXXI	Jodhpore-Bickaneer—					
	Jodhpore section	179,745	230,296	331,836	410,041	1,055·50
	Bickaneer section					
LXXII	Oodeypore-Chitor	34,139	12,113	45,756	46,252	760·34
XXIII	Bhávnagar-Gondal-Junágad-Porbandar	326,262	264,227	383,186	590,489	1,322·31
LXXIV	Jetalsar-Rajkot					
LXXV	Jámnagar	Worked by the Bhávnegar-Gondal-Junágad-Porbandar railway				
LXXVI	Dhrángadra					
	Total	540,146	506,636	765,778	1,046,782	...
	Foreign lines.					
LXXVIII	West of India Portuguese	25,174	29,807	29,357	54,981	1,078·06
LXIX	Pondicherry	Worked by the South Indian railway			...	...
LXXX	Karaikkal-Peralam					
	Total	25,174	29,807	29,357	54,981	...
	Total metre gauge	9,197,608	12,413,567	11,257,127	21,626,535	...

No. 45—*concld.*

***railways during the year ending with the 31st December 1898*—concld.**

NUMBER OF VEHICLE-MILES RUN.							Classification No.	Remarks.
Total mileage of home vehicles on home and foreign lines.			Average mileage per vehicle.					
			Coaching.		Goods.			
Coaching.	Goods.	Total.	During the year.	Per diem.	During the year.	Per diem.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
23,029,317	34,329,373	57,358,690	46,249·61	126·69	9,315·98	25·52	XL	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
...	...	...	...	...	...	...	XLI	
47,015,556	113,328,155	160,343,711	35,189·18	96·41	16,224·97	44·45	XLII	
...	...	...	...	...	...	...	XLIII	
18,870,061	39,690,682	58,560,743	20,690·86	56·69	8,437·64	23·12	XLIV	
...	...	...	...	...	...	...	XLV XLVI	
36,619,013	29,906,016	66,525,029	40,196·50	110·13	8,995·59	24·65	XXLVII	
...	...	...	...	...	...	...	XLVIII	
4,793,615	7,665,906	12,459,521	37,159·30	101·81	8,378·04	22·95	XLIX	
32,634,537	45,336,227	77,970,764	53,455·44	146·45	13,754·05	37·68	L	
162,962,099	270,256,359	433,218,458	...	...	...	...		
12,872,475	25,210,607	38,083,082	37,971·90	104·03	11,351·02	31·10	LI	
2,410,259	1,708,037	4,118,296	35,974·01	98·56	5,770·40	15·81		
15,282,734	26,918,644	42,201,378	...	...	...	...		
Information not available.			...	...	...	...	LIV	(b) Cannot be apportioned between coaching and goods.
...	...	...	...	...	...	...	LVI	
4,565,245	8,367,389	12,932,634	36,232·10	99·27	11,171·41	30·61	LVII	
Information not available			...	...	...	...	LIX	
Information not available			...	...	...	...	LX	
...	...	...	...	...	...	...	LXI	
...	...	...	...	...	...	...	LXII	
4,565,245	8,367,389	12,932,634	...	...	...	...		
...	...	...	...	...	...	...	LXIV	
...	...	...	...	...	...	...	LXV LXVI LXVII	
...	...	...	...	...	...	...		
3,552,433	3,076,333	6,628,766	47,696·47	130·68	12,812·71	35·10	LXXI	
633,241	227,009	860,250	35,121·52	96·22	6,485·97	17·77	LXXII	
6,353,342	6,645,910	12,999,252	26,362·41	73·23	6,586·63	18·05	LXXIII	
...	...	...	...	...	...	...	LXXIV LXXV LXXVI	
10,539,016	9,949,252	20,488,268	...	...	...	...		
451,329	783,869	1,235,198	18,305·37	51·52	5,368·97	14·71	LXXVIII LXXIX LXXX	
...	...	...	...	...	...	...		
451,329	783,869	1,235,198	...	...	...	...		
193,800,423	316,275,513	510,075,936	...	...	...	...		

CHAPTER XIV.

Flood damages.

General remarks.

The following paragraphs furnish a brief description of the principal floods which occurred during the year, and of the damage to the several railways concerned.

East Indian Railway system (standard gauge).

2. On the 15th September, while No. 55 up goods train was passing over bridge No. 74 at mile 227 (loop line), seven wagons in the centre of the train were badly derailed and telescoped, owing to the road on the embankment at the Delhi end of the bridge having subsided. The engine and five wagons passed over safely, but the train parted between the 6th and 7th wagons. The rolling-stock and permanent-way were considerably damaged.

Indian Midland Railway system (standard gauge).

3. Owing to the continuous rain which fell over the Saugor-Damoh extension, nearly 35 inches having been registered from the 28th June to the 17th July, the banks known as the "Khejra" at mile 209/210, and the "Patharia" between miles 221½ and 224, became so waterlogged, that the running of trains had to be stopped, the interruption lasting about a fortnight. Traffic was resumed on the 18th July.

On the 21st August, the sides of the cutting at mile S 208/16 near Ganeshgunj station, known as the "Khejra" cutting, slipped in many places, causing the road to be blocked up to the 25th August.

North Western State Railway system (standard gauge).

4. On the 12th July, in consequence of heavy rain, the Mári branch was breached in four places, *i.e.*, at mile 816/16-17, between miles 816/15 and 819/5, at mile 820/16 and at mile 821/3; and the approach to the Jaba bridge between Mári and Daud Khel was also washed away. Communication was restored by the 22nd July.

On the 24th July, the line at mile 433/5, beyond Mithri station, on the Sind-Pishin section, and at several points between miles 417/10 and 437/13 was breached in consequence of heavy rain. The breaches extended over a distance of about 20 miles. Three thousand feet of road at Dingra crossing station was shifted out of the centre line by the heavy rush of water and the ballast was nearly all washed away. Immediate steps were taken to repair the road, and this was finally effected on the 29th July.

East Coast State Railway (standard gauge).

5. On the 13th October, the line between Palasa and Báruva stations, miles 345/10 and 351/17, was breached in several places on account of some large tanks on the east side of the line having burst during a cyclonic storm which prevailed along this length for two days. The bank and ballast on the north approach of the bridge, (1-6 foot arch), at mile 351/17 were washed away for a length of about 12 feet, and the engine and the whole of a down train were derailed, some of the rolling stock being damaged. After an interruption of two days, during which mails and passengers were transhipped, traffic was resumed on the 16th October.

On the 12th October, a down mixed train, after leaving Báruva station, was completely derailed at a breach on the north side of a culvert at mile

351/17, caused by the bursting of several tanks. It would appear that the bogie wheels of the engine left the rails some 75 feet from the centre of the culvert, and in running over the sleepers probably threw the line out of gauge and caused the derailment. The rolling-stock was considerably damaged.

Bombay, Baroda and Central India Railway system (standard gauge).

6. On the 20th June, owing to very heavy rain, the line at mile 226, between Lákodrá and Miyágám stations, was damaged. No. 31 down goods train, after leaving Lákodrá station on arrival at mile 225—17 was stopped as the road was flooded to above the level of the rails. The engine and tender gradually sank into the bank to a depth of 5 feet below rail level; but the wagons remained on the rails. Shortly afterwards the bank was breached in five places. Through traffic communication was stopped up to the afternoon of the 21st June.

The Nizam's Guaranteed State Railway system (standard gauge).

7. Owing to heavy floods caused by the unusually severe monsoon, serious breaches occurred between Raigír and Gárla about the 24th or 25th July. Through communication was restored on the 29th July.

Bengal and North-Western Railway system (metre gauge).

8. Early in the month of September, there was a fall of about 34 inches of rain in the hills north of Champaran which caused exceptionally high floods throughout Tirhoot and much damage to the Tirhoot railway. In the Segowlie and Motiharee districts, they were over 2 feet higher than the highest floods of past years. When the floods were at their height a violent storm came on, which lasted for nearly three days, blowing down trees and causing a serious block in the telegraph lines.

On the 14th September, the engine of a ballast train, which was at work for the protection of the line from floods, while approaching Kánti station, fell through a breach at mile 77-10 where a 20-foot girder bridge had been undermined during the night. The driver, fireman and khalasi were drowned and the engine and tender were submerged.

Southern Mahratta Railway system (metre gauge).

9. On the 6th June, owing to heavy floods, the 20-foot girder bridge at mile 278/12-13, between Kurnool Road and Malkapuram stations, was seriously damaged.

On the same day, the central pier of the bridge (2 of 20-foot girder) at mile 279/10-11, between Kurnool Road and Malkapuram stations, was carried away, the girders being left hanging from the rails. Passengers, &c., were transhipped until through communication was restored on the 16th June.

On the same day, the embankment on the west side of the 20-foot girder bridge at mile 286/11, between Malkapuram and Rungapuram stations, was completely washed away for a length of twentyfour rails and that on the east side of the bridge for a length of four rails. Passengers, &c., were transhipped until the 9th June, on which date the line was made passable for trains.

South Indian Railway system (metre gauge).

10. From the 6th to the 12th November, floods in the Ponniar and Mullatar rivers caused their banks to be breached and the escaping water flooded the causeway between miles 105/10 and 106/1 and sub-merged the bridge (4 of 25 foot girder) at mile 104/8. The floods rose and fell during these days and traffic was interrupted at intervals. On the 1st December, the Ponniar coming down in flood again breached the north river bank which had been restored, and the escaping floods again sub-merged the girder bridge and the adjoining causeway to a depth of three feet, causing considerable damage. The traffic was interrupted for four days.

On the 30th November, the line was breached for 384 feet at mile B 307/10-12, between Venkatagiri and Vendode stations, and traffic was interrupted for five days.

Assam-Bengal Railway (metre gauge).

11 On the 29th August, two third class bogies, one brakevan, three covered goods wagons and five high-sided wagons of a down mixed train were derailed at mile 11-2 near Bhatyari station, probably owing to the road having been rendered defective by heavy rains on the previous days. The permanent-way and rolling-stock were considerably damaged.

Burma Railways (metre gauge).

12. Owing to very heavy local rains on the 7th and 8th August, the country between miles 660 and 667 (Rangoon-Mogoung section) was flooded, and the formation and ballast slightly damaged in several places. Through communication was restored on the 13th August. There was a heavy flood in the same district on the 7th September, and the double 10-foot opening at mile 661/10 was washed away. Traffic was carried on by transhipment until the 15th September, when through communication was resumed on a diversion.

On the 20th August, the railway bank was topped by the spill from the Sinthi river between miles 245½ and 246. There were still more extensive floods in the same district on the 2nd September, which affected the railway bank between miles 239 and 258. The line was blocked to traffic between miles 247 and 254 till the 4th September and between miles 254 and 262 until the 6th September.

On the 21st August, there were heavy floods between miles 355 and 357. The Kyoukse river overflowed its banks and flooded the whole of the surrounding country, the water crossing the railway bank at mile 355½ and causing a breach of 500 feet in length. Through communication was not restored until the 27th August. There was a second flood in the same district on the 9th September, and the railway bank was again breached at mile 355½ for a distance of 80 feet. Through communication was restored on the 11th September.

On the 24th September, the railway in the Thé Choung gorge was heavily breached and blocked by a series of slips in the banks and cuttings between miles 563/8 and 565/17. There had been continuous heavy rain in the district throughout the month, and an exceptionally heavy fall on the night of the 23rd, which resulted in serious damage to the earthwork and the outfalls of some of the culverts. No. 2 down passenger train was derailed at a slip of earth and boulders at mile 565/17 but without serious consequences. Traffic was completely interrupted till the 3rd October when it was resumed by transhipment over a mile and a half of line. Through communication was restored on the 21st October.

From the 26th to the 30th September, there were heavy floods in the Pyuntaza district. The Yayundy Choung which crosses the railway at mile 87/17 overflowed its banks on each side and the spill affected all the openings from mile 85 to mile 89. One wing wall of bridge No. 121 (mile 87/17) was washed away, bridge No. 122 (mile 88/5) was badly scoured, and bridge 123 (mile 89/4) was carried away. Traffic was interrupted for about 11 hours when through communication was restored.

Dibru-Sadiya Railway (metre gauge).

13. On the 6th, 10th and 18th August, the ghât line was flooded on account of heavy rains and a rise of the Brahmaputra river. The line was damaged in several places.

On the 25th August, considerable damage was done to the line and bridges by heavy rains. The main line was breached at mile 43 between Tingrai and Makum Junction; the abutment wall of the Tippuk bridge was carried away; the Bisocopi bridge was breached; and the line was washed out and breached at three culverts on the branch line. The temporary wooden bridge over

the Dehing river connecting the railway with the colliery branch line was also damaged, six spans (300 feet) being carried away by the sudden rise of the Dehing river.

Nilgiri Railway (metre gauge).

14. The district through which the line runs was visited by a very severe storm, during which several slips occurred. The slips, which were from 180 to 200 in number and from 5 cubic yards to 2,000 cubic yards in volume, were all contained within a length of some 9 miles, beginning about 1½ miles below Coonnoor. The greatest number and the worst of them were between Adderley and Hillgadue stations. In almost every instance, the fall of rock and clay was accompanied by a greater or less wreck of rails, rack bars and sleepers. It is possible that quite half a mile of rack, rails and sleepers may have to be renewed. In no case has there been any subsidence of road bed; the falls were all from the slopes and from the hill side above the line.

Darjeeling-Himalayan Railway (2′ 0″ gauge).

15. On the 31st July and 1st August, owing to heavy rain, several heavy slips occurred on the cart road and railway line, and mails and passengers had to be transhipped between Gyabaree and Giddapahar siding until through communication was restored on the 2nd August by a temporary line.

Cherra-Companyganj Railway (2′ 6″ gauge).

16. The line was repaired for goods traffic by March, but heavy rainfall in April and May damaged the Therria bridge under reconstruction and washed away the banks in several places. These damages were repaired and the Therria bridge was completed early in June. Subsequently, the rainfall in June, however, wrecked the banks from Therria to Bholáganj, and the Dhubri river leaving its proper channel spilt all over the country and amongst other things completely destroyed the branch to Bholáganj Bazar. A trolly line raised above ground level on trestles of old rails, bamboos, etc., was made and used for traffic for some time; but this trolly line was damaged by further floods during August to October. This last flood having brought down volumes of sand which filled up all breaches between Therria and Bholáganj and enabled the water to flow through the Dhulai and Dhubri rivers again, a surface line was rendered possible; it was completed on the 23rd December 1898, and the whole line from Therria to Companyganj was re-opened for goods traffic on that date.

CHAPTER XV.

Accidents.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1898, as compared with the previous year:

Number of persons killed and injured in connection with railway working during 1898.

STATEMENT No. 46.

Year.	Passengers.						Servants.						Other persons.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.																								
1898	6	58	46	134	52	192	15	46	127	237	142	283	21	7	309	86	69	8	2	11	401	112	595	587
Previous year	6	105	49	143	55	248	13	23	161	257	174	280	13	8	379	103	149	6	10	2	551	121	780	649
Metre gauge.																								
1898	...	8	17	53	17	61	8	16	46	71	54	87	5	2	116	53	19	...	8	4	149	59	219	207
Previous year	16	23	8	67	24	90	5	15	50	70	55	85	11	7	140	63	19	1	6	2	176	73	255	249
Special gauges.																								
1898	...	...	...	1	...	1	...	...	1	1	1	1	...	...	3	...	...	...	1	3	4	3	5	5
Previous year	...	...	...	...	...	...	..	...	1	3	1	3	1	1	1	3	1	...	...	...	3	4	4	7
Total of all gauges.																								
1898	6	66	63	188	69	254	23	62	174	309	197	371	26	9	428	139	88	8	11	18	553	74	819	799
Previous year	22	128	57	210	79	338	18	38	212	330	230	368	25	16	520	169	169	9	16	4	730	98	1,039	904

The following paragraphs give a brief account of the principal accidents which occurred during the year:

East Indian Railway system (standard gauge).

2. On the 24th January, while a down goods train was standing at Saktighar station, it was run into by another down goods train, owing to the latter train having been brought into the station against signals and at too high a speed. Two railway servants were injured and the rolling-stock and permanent-way were considerably damaged.

On the 19th February, while a down goods train was shunting at Memári station, another down goods train ran into it, and the engine of the latter train and the brake-van of the former were raised sufficiently high to strike the over-bridge, part of which was precipitated on to an up goods train standing at the up platform. The collision was held to be due to the driver of the second train running in against signals. The rolling-stock was considerably damaged.

On the 18th June, an up goods train, which had been shunted into the up siding at Jámtára station to enable the up Bombay mail train to pass, was signalled to come out, but the driver instead of doing so backed his train, and before he had discovered his mistake a low-sided truck next the brake-van, containing cases of heavy machinery, telescoped into the latter, and both vehicles were thrown down the bank. The guard was killed and the rolling-stock considerably damaged.

On the 23rd June, seven vehicles of the up Bombay mail train, when passing over points on entering the station at Raneegunge, ran off the line and five of them were overturned. The accident was supposed to be due to a defect in the permanent-way. The train also apparently ran over the facing points on a curve at a high speed. One passenger was killed and nine were injured, and the rolling-stock was considerably damaged.

On the 15th October, a mixed train was admitted on to the wrong line at Giridíh station and collided with some loaded wagons standing on the line. Ten passengers were slightly injured.

Bengal Central Railway (standard gauge).

3. On the 4th January, a down mixed train collided with an up goods special train at mile 65, between Jhikargacha and Nábharan stations, owing to the former train having been allowed to leave Jhikargacha station on a false line clear and the latter train to leave Nábharan on a proceed order. Five railway servants were killed and one passenger and two servants injured. Considerable damage was done to the rolling-stock.

North Western State Railway system (standard gauge).

4. On the 9th March, a collision occurred between an up goods (while entering the Phillour yard) and a stone train already standing in the yard, through the carelessness of the traffic staff. Three railway servants were injured and both the engines and the rolling-stock were considerably damaged.

On the 25th April, an up mail train was admitted on to the down main line at Jhimpir station through the carelessness of the pointsman, and collided with a down goods train standing there. Four passengers were killed and six passengers and three railway servants injured, and the rolling-stock was considerably damaged.

On the 4th June, a down goods train, while entering Gílawála station against signals, collided with the coupled engines of an up goods train which were shunting in the yard, and the latter were hurled against a truck which was being hand shunted. Two coolies were killed and the rolling-stock and permanent-way were considerably damaged.

On the 19th November, when some vehicles of an up goods train were standing on the platform line at Jhelum station and its engine and four leading vehicles were detached and taken to the goods shed line, a down goods train was admitted on to the wrong line, and collided with the vehicles of the former train. The rolling-stock was considerably damaged.

On the 4th December, a down passenger train while entering Soháwa station yard was derailed near the facing points, which were not properly set. Three passengers and four railway servants were slightly injured, and the rolling-stock was considerably damaged.

On the 13th December, a down goods train was signalled through Hariah station on the main line over No. 2 points at the Malakwál end of the yard, with a view to backing it into the loop siding on which were standing some vehicles required to be attached to an up goods train. Just as it commenced backing into the loop it was run into, between the distant signal and the points, by the up goods train, which entered the yard at too high a speed and against signals, with the result that seven vehicles were derailed. The engines of both trains and the rolling-stock were considerably damaged.

Oudh and Rohilkhand State Railway (standard gauge).

5. On the 7th December, an up passenger train ran over a bullock-cart at the level-crossing at mile 295-9, between Rosa and Sháhjahánpur stations. The driver of the cart and the gateman were so seriously injured that they died shortly afterwards.

Eastern Bengal State Railway system (standard, metre and special gauges).

6. On the 15th January, at mile 81-2, between Jayrámpur and Chooadangah stations, on the Eastern section, a collision took place between an up mail train and the rear portion of an up goods train, the latter having come to a stand owing to the failure of its engine. No passengers were injured, but the driver of the mail train received slight injuries. The brake-van and eight wagons of the goods train were derailed and damaged, and the engine and a carriage attached to the mail train were also seriously damaged.

On the 9th March, at mile 253-17, between Forbesganj and Simraha stations, on the Behar section, eight loaded wagons attached to a down mixed train were badly derailed and telescoped, owing to the breakage of the leading axle of one of the vehicles. The rolling-stock and permanent-way were seriously damaged.

On the 3rd September, while an engine was proceeding by the up line from the 60th mile towards Bogoola station with a relief train, it collided near the north distant signal with another engine attached to an up goods train, due to carelessness on the part of the driver of the relief train. Two Europeans and two natives were injured in jumping from a truck.

On the 26th December, at Ichamutty bridge station, on the Eastern section, at mile 64-8, a down passenger train was passing from the double to the single line, north of the bridge, when, owing to a defect in the permanent-way, eight vehicles towards the rear of the train were derailed and dragged from the point of derailment to the centre of the bridge before the train was brought to a stand. The permanent-way and four carriages were damaged.

Great Indian Peninsula Railway system (standard gauge).

7. On the 26th March, an up goods train, which had left Jeúr station, was divided, as the driver was unable to take the whole load up an incline, and owing to the brakes of the rear portion not being fully applied, it ran back and collided with an up passenger train standing at the station. Three railway servants were injured, and the rolling-stock and permanent-way were considerably damaged.

On the 25th May, a down Nágpur mail train collided with some wagons when leaving Wardha station through the fault of the station staff. A postal department officer and a guard were slightly hurt, and the rolling stock and permanent-way were damaged.

On the 12th October, a collision took place between an up goods train and a down troop special train at Kadabgaon station. A railway servant was killed and the rolling-stock considerably damaged. The accident was due to the carelessness of the driver, guard and brakesman, who were prosecuted.

On the 7th December, a ballast train, while pushing back into Manmád station from mile 140, collided with some empty carriages standing on the main line, through the carelessness of the train staff. Five ballast coolies were slightly injured and the rolling-stock damaged.

On the 17th December, a down light engine ran into the rear portion of a down goods train at Khardi station through the negligence of the Atgaon station staff. A railway servant was injured and the rolling-stock considerably damaged.

Madras Railway system (standard gauge).

8. On the 16th April, a mail train while entering Jalarpet station, was admitted into the second instead of the main line and collided with some standing vehicles. A postal official and seven passengers were injured and the rolling-stock damaged.

Rajputana-Malwa Railway system (metre gauge).

9. On the 29th January, the engine and thirteen vehicles of a down goods train were derailed at mile 418-7 (a diversion) between Mori and Erinpura Road stations through a defect in the line. The driver was thrown from the engine

and his fireman and khallasis jumped off, but beyond receiving a shaking, they all escaped injury. The thirteen vehicles were more or less and the permanent-way extensively damaged.

Southern Mahratta Railway system (metre gauge).

10. On the 1st March, an up mixed train instead of entering the second line at Munirabad station, ran on to the third line, owing to the points being wrongly set, and collided with some wagons standing on that line, causing two of the vehicles to leave the rails. The rolling-stock and permanent-way were damaged.

On the 4th October, nineteen vehicles on a down goods train were derailed at mile 73-22, between Amargol and Hubli stations, owing to the breakage of the trailing axle of a wagon, due to a flaw in the metal. A railway servant was injured and the rolling-stock and permanent-way were considerably damaged.

South Indian Railway (metre gauge).

11. On the 27th March, owing to carelessness on the part of the traffic staff at Tiruverumbúr station, a mail train was allowed into the through siding and collided with another train standing there, causing damage to the rolling-stock.

On the 6th September, when a mixed train was running between Kátpadi and Vellore stations, the four wheels of a third class carriage and the two leading wheels of the brake-van were derailed about 11 posts north of the Palar bridge at mile G 194-14, and were dragged for three-fourths of a mile before the train was stopped. The derailed vehicles kept on the cross sleepers and crossed the Palar bridge and also an open bridge of two spans of 40 feet, a few yards beyond the Palar bridge. The permanent-way was damaged.

On the 1st October, the front and rear axles of a covered goods wagon attached to a goods special train became fractured at mile 236-0, between Tiruverumbúr and Búdalúr stations. The truck was dragged to mile 231-16, where the two wheels parted entirely from the axle and dropped into the bed of the river at this mileage, causing derailment of other trucks with damage to the permanent-way.

On the 12th October, the brake-van and two covered goods wagons attached to a goods train were derailed and capsized at mile 288-9-10, between Vaiyampatti and Ayyalúr stations. The train parted in consequence and ran on for more than half a mile before it stopped. The permanent-way was seriously damaged.

On the 5th November, when a mixed train was running between Ammayanáyakkanúr and Sólavandan stations, twelve covered goods wagons and one powder van capsized and one third class carriage was derailed at mile 329-10-12. The permanent-way and rolling-stock were seriously damaged.

On the 23rd November, owing to points not being properly set, a passenger train ran into the through siding at Búdalúr station and collided with the engine of a goods train which was standing there, derailing two trucks and damaging eleven others of the goods train and eight vehicles of the passenger train.

Assam-Bengal Railway (metre gauge).

12. On the 20th January, the engine and six vehicles of a down mixed train were derailed when entering Nangalkot station, shortly after passing the crossing, due either to the high speed of the train or to the fracture of a rail. The driver was injured and the rolling-stock and permanent-way were considerably damaged.

Burma Railways (metre gauge).

13. On the 29th January, a down and an up goods train collided at mile 13-15, between Ledaunggan and Togyaunggale stations. The rolling-stock was considerably damaged.

On the 23rd July, the driver of a down local train, on approaching Kemmendine station, observed a pointsman run from the direction of the goods yard, and catch hold of the lever handle of the outer facing points. Immediately after

this, both the engines and three leading coaching vehicles were derailed. The second fireman of the leading engine was pinned between the tender and boiler and received serious injuries from which he subsequently died. The rolling-stock was considerably damaged.

Dibru-Sadiya Railway (metre gauge).

14. On the 27th July, a collision occurred between a down goods train and a down mixed train at mile 51, between Digboi and Tingrai stations, causing the derailment of the engine and some vehicles. The guard of the mixed train did not protect the rear of his train, and the down goods train was allowed to follow after an interval of ten minutes. Eight passengers and the fireman were injured and the brake-van and two vehicles considerably damaged.

Bhávnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).

15. On the 14th January, an up mixed train while entering Jám Jodhpur station, collided with a ballast train which was shunting off the main line into a siding, with the result that four ballast wagons were derailed. Three children of ballast coolies were killed and two coolies injured. Two wagons fell over into an open culvert and a third partly hung over it. The accident occurred during a fog.

Total number of accidents to trains, rolling-stock, etc.

16. Statement No. 47 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1898, and the casualties resulting therefrom, as compared with the preceding year, the results for each gauge being shown separately.

17. The statistical results for the year under review are summarised in the following table:

Statistical results.

Particulars.	1898.				Previous year.			
	Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked . . Miles	12,438	8,546	388	21,372	11,844	8,350	279	20,473
Train-mileage run . . . Miles	50,090,041	21,556,473	689,788	72,336,302	47,126,832	21,742,021	492,662	69,361,015
Number of passengers carried . No.	96,760,795	53,314,759	2,159,706	153,235,260	94,597,476	55,132,318	883,298	150,613,092
Number of passenger units carried one mile . . . No.	3,900,966,053	‡ 1,996,373,051	§ 24,000,973	5,921,340,677	3,921,890,554	‡ 1,976,988,226	24,459,009	5,923,337,789
Number of accidents per 100,000 train-miles run . . . No.	7	9	14	7	6	9	19	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 46) to number carried . . . . No.	1 in 16,126,799	...	...	1 in 25,372,543	1 in 15,766,246	1 in 3,445,770	...	1 in 6,846,277
Proportion of passengers injured by accidents to trains (*vide* statement No. 46) to number carried . . . . . No.	1 in 1,663,289	1 in 6,664,345	...	1 in 2,306,595	1 in 900,938	1 in 2,297,057	...	1 in 1,176,704
Proportion of passengers killed from all causes (*vide* statement No. 46) to number carried . No.	1 in 1,660,785	1 in 3,136,163	...	1 in 2,206,308	1 in 1,719,954	1 in 2,297,180	...	1 in 1,906,568
Proportion of passengers injured from all causes (*vide* statement No. 46) to number carried . No.	1 in 503,962	1 in 874,013	1 in 2,159,706	1 in 599,351	1 in 381,441	1 in 612,581	...	1 in 445,616
Proportion of passengers killed and injured from all causes (*vide* statement No. 46) to number carried . . . No.	1 in 326,561	1 in 683,523	1 in 2,159,706	1 in 471,317	1 in 312,203	1 in 483,617	...	1 in 361,194
Proportion of passengers killed and injured from all causes (*vide* statement No. 46) to number of passenger units carried one mile . . . No.	1 in 15,987,586	1 in 24,312,482	§ 1 in 24,000,973	1 in 18,022,727	1 in 12,943,533	1 in 17,341,125	...	1 in 14,204,407

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the West of India Portuguese, Pondicherry and Karaikkal-Peralam railways.
‡ Excluding the Cawnpore-Burhwal (metre gauge link).
§ Excluding the Howrah-Amta, Howrah-Sheakhalla, and Tezpur-Balipara railways.

It will be noticed that there were 7 accidents for every 100,000 train-miles run, being the same as in the previous year.

As compared with the previous year, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 25½ millions against 1 in 6¾ millions in the previous year. The proportion of passengers injured to the number of passengers booked was 1 in 2½ millions against 1 in 1 million.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 2¼ millions against 1 in 2 millions. The proportion of passengers injured to the number of passengers booked was 1 in 599,351 against 1 in 445,616.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked, was 1 in 471,317 against 1 in 361,194. The proportion of total casualties to the number of passenger units carried one mile was 1 in 18 millions against 1 in 14¼ millions.

STATEMENT

Accidents to trains, rolling-stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE.												METRE							
	Previous year.			1898. Number.			Number of passengers and others.		Number of servants.		Total all classes.		Previous year.			1898. Number.			Number of passengers and others.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	3	...	3	1	3	4	...	3	...	...	...	3	4	...	4	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	22	9	31	12	13	25	4	23	6	14	10	37	4	3	7	7	5	12	...	8
3. Collisions between goods trains or parts of goods trains	13	29	42	11	47	58	...	...	3	13	3	13	3	9	12	12	5	17	...	...
4. Collisions between light engines	1	21	22	2	15	17	...	...	...	2	...	2	...	4	4	2	9	11	...	...
5. Passenger trains or parts of passenger trains leaving the rails	14	23	37	12	26	38	1	13	...	...	1	13	35	15	50	28	13	41	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	5	96	101	3	156	159	...	...	1	..	1	...	4	73	77	4	70	74	...	...
7. Trains or engines travelling in the wrong direction through points	7	83	90	2	72	74	...	7	...	...	...	7	6	36	42	12	25	37	...	...
8. Trains running into stations or sidings at too high a speed	2	9	11	...	5	5	...	...	...	...	...	...	1	6	7	1	12	13	...	...
9. Trains running over cattle on the line	3	1,236	1,239	2	1,234	1,236	1 (a)	...	...	...	1	...	10	1,113	1,123	5	1,033	1,038	...	...
10. Trains running over obstructions on the line	9	72	81	11	68	79	2 (b)	6 (b)	3	..	5	6	13	56	69	4	54	58	1 (a)	...
11. Trains running through gates at level-crossing	1	34	35	1	44	45	...	1 (a)	...	...	...	1 (a)	3	15	18	1	8	9	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines	...	149	149	...	279	279	...	...	...	1	...	1	...	33	33	...	64	64	...	...
13. The failure of machinery, springs, etc., of engines	...	419	419	2	502	504	...	...	..	...	...	...	...	135	135	3	113	116	...	...
14. The failure of tyres	...	11	11	...	4	4	...	...	...	...	...	...	2	8	10	1	15	16	...	...
15. Ditto of wheels	1	8	9	...	2	2	...	...	...	...	...	...	...	...	...	1	1	2	...	...
16. Ditto of axles	1	8	9	...	17	17	...	...	...	...	...	...	14	48	62	8	45	53	...	...
17. Ditto of brake apparatus	...	1	1	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...
18. Ditto of couplings	...	75	75	...	160	160	...	...	...	...	...	...	5	126	131	6	119	125	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	3	3	...	...	...	...	...	...	1	...	1	2	...	2	...	...
20. Broken rails	...	51	51	...	45	45	...	...	...	...	...	...	...	43	43	6	33	39	...	...
21. The flooding of portions of permanent-way	10	35	45	8	41	49	...	...	...	...	...	...	7	57	64	22	49	71	...	...
22. Slips in cuttings or embankments	...	13	13	2	25	27	...	...	1	3	1	3	...	11	11	2	6	8	...	...
23. Fire in trains	4	84	88	3	111	114	1	5	...	...	1	5	...	34	34	...	53	53	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	32	32	2	35	37	...	2 (b)	...	...	..	2	1	22	23	7	17	24	2 (b)	1 (a)
25. Other accidents	3	172	175	3	333	336	...	7	1	9	1	16	6	56	62	10	95	105	...	...
Total for the twelve months ending with the 31st December 1898	...	...	...	77	3,242	3,319	9 (c) (e)	67 (d) (e)	15	46	24	113	...	...	...	144	1,844	1,988	3 (b)	9 (f) (g)
Previous year	...	...	...	99	2,671	2,770	11	110	13	23	24	133	...	...	...	119	1,904	2,023	16	29

(a) Not a passenger.
(b) Not passengers.
(c) Of these, 3 were not passengers.
(d) Of these, 9 were not passengers.
(e) Of these, 5 were not passengers.
(f) Of these, 1 was not a passenger.
(g) Of these, 6 were not passengers.
(h) Of these, 2 were not passengers.
(i) Of these, 7 were not passengers.
(j) Of these, 12 were not passengers.

No. 47.

traffic, and the casualties resulting therefrom during the year ending with the 31st December 1898.

GAUGE.				SPECIAL GAUGES.												TOTAL ALL GAUGES.											
							1898.												1898.								
Number of servants.		Total all classes.		Previous year.			Number.			Number of passengers and others.		Number of servants		Total all classes.		Previous year.			Number.			Number of passengers and others.		Number of servants		Total all classes.		
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Classification number.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	7	1	3	4	...	3	...	...	...	3	1
3	3	3	11	...	...	...	...	...	...	...	...	...	...	...	...	26	12	38	19	18	37	4	31	9	17	13	48	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	38	54	23	52	75	...	...	3	13	3	13	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	25	26	4	24	28	...	...	...	2	...	2	4
1	1	1	1	25	3	28	20	8	28	...	...	...	...	...	...	74	41	115	60	47	107	1	13	1	5	2	18	5
...	...	...	...	...	6	6	...	8	8	...	...	...	...	...	...	9	175	184	7	234	241	...	...	1	...	1	...	6
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	13	119	132	14	98	112	...	7	...	...	...	7	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	15	18	1	17	18	...	...	...	...	...	...	8
...	1	...	1	...	25	25	...	29	29	...	...	...	...	...	...	13	2,374	2,387	7	2296	2303	(a) 1	...	...	1	1	1	9
...	1	1	1	1	3	4	...	6	6	...	...	...	...	...	...	23	131	154	15	128	143	(b) 3	(b) 6	3	1	6	7	10
...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	4	49	53	2	52	54	...	(a) 1	...	1	...	2	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	2	2	...	1	1	...	...	...	...	...	...	...	184	184	...	344	344	...	...	...	1	...	1	12 (a)
...	...	...	...	...	12	12	1	3	4	...	...	...	...	...	...	...	566	568	6	618	624	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2	19	21	1	20	21	...	...	...	...	...	...	14
...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	1	10	11	1	3	4	...	...	...	...	...	...	15
...	1	...	1	1	3	4	...	...	...	...	...	...	...	...	...	16	59	75	8	62	70	...	...	...	1	...	1	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	2	2	...	...	...	...	...	...	17
1	1	1	1	...	...	...	...	4	4	...	...	...	...	...	...	5	201	206	6	283	289	...	...	1	1	1	1	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	2	3	5	...	...	...	...	...	...	19
...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	95	95	6	78	84	...	...	...	...	...	...	20
3	...	3	...	3	4	7	3	7	10	...	...	...	...	...	...	20	96	116	33	97	130	...	...	3	...	3	...	21
...	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	25	25	4	32	36	...	...	1	3	1	3	22
...	...	...	...	1	1	2	...	...	...	...	...	...	...	...	...	5	119	124	3	164	167	1	5	...	...	1	5	23
...	...	2	1	...	1	1	...	...	...	...	...	...	...	...	...	1	55	56	9	52	61	(b) 2	(b) 3	...	...	2	3	24
...	7	...	7	...	1	1	1	4	5	(a) 1	(b) 2	...	...	1	2	9	229	238	14	432	446	(a) 1	(h) 9	1	16	2	25	25
8	16	11	25	...	...	...	25	73	98	(c) 1	(b) 2	...	...	1	2	...	...	...	246	5,159	5,405	(i) 13	(j) 78	23	62	36	140	
5	15	21	44	...	...	...	31	65	96	(b) 2	(a) 1	...	...	2	1	...	...	...	249	4,640	4,889	(i) 29	(j) 140	18	38	47	178	

SIMLA;
The 1st June 1899.

A. BRERETON,
Director of Railway Traffic and Statistics.

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APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-99. (Appendix B.)	Corrections of mileage.
	STANDARD GAUGE.			Miles.	Miles.	Miles.
	State lines worked by companies.					
I	EAST INDIAN	East Indian Railway Company.	15th Aug. 1854 .	1,985·46	...	—3·59
II	BENGAL CENTRAL (*a*)	Bengal Central Railway Company.	16th Oct. 1882 .	125·01	...	...
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880 .	1,220·88	(*b*) 8·00	+0·03
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1896 .	795·43	...	+0·13
V	BHOPAL-ITÁRSI (BRITISH SECTION) . .	Indian Midland Railway Company.	1st June 1882 .	13·11	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893 .	140·91	...	+0·23
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874 .	44·88	...	...
VIII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878 .	145·44	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE) (*c*).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889 .	20·58	...	...
X	WASHERMENPET-ENNÚR SECTION (BEZWADA-MADRAS).	Madras Railway Company .	22nd Feb. 1896 .	8·45	...	...
XI	AGRA-DELHI CHORD (*b*)	.....	.....	...	121·16	...
	TOTAL .	.....	.....	4,500·15	129·16	—3·20
	State lines worked by the State.					
XII	NORTH WESTERN	North Western State Railway.	13th May 1861 .	3,007·32	...	+0·62
XIII	HYDERABAD-SHADIPALLI	North Western State Railway.	18th Aug. 1892 .	58·91	...	...
XIV	OUDH AND ROHILKHAND	Oudh and Rohilkhand State Railway.	23rd April 1867.	1,038·06	...	—0·25
XV	EASTERN BENGAL	Eastern Bengal State Railway.	2nd Jan. 1862 .	275·88	...	...
XVI	CALCUTTA PORT COMMISSIONERS' . .	Port Trust, Calcutta .	1st Nov. 1875 .	8·53	...	...
XVII	EAST COAST	East Coast State Railway .	29th Feb. 1893 .	(*d*) 545·22	...	—0·05
XVIII	ENNÚR-BEZWADA SECTION (BEZWADA-MADRAS).	East Coast State Railway .	1st Nov. 1898 .	229·86	...	(*e*)+23·62 +0·62
	TOTAL .	.....	.....	5,163·78	...	+24·56
	Lines worked by guaranteed companies.					
XIX	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853 .	1,359·36	...	—2·24
XX	BOMBAY, BARODA AND CENTRAL INDIA .	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860 .	460·90	...	...
XXI	MADRAS	Madras Railway Company	1st July 1856 .	902·58	...	+0·71
	TOTAL .	.....	.....	2,722·84	...	—1·53
	Assisted companies.					
XXII	DELHI-UMBALLA-KALKA	East Indian Railway Company.	1st Mar. 1891 .	162·24	...	—0·01
XXIII	TARKESSUR	East Indian Railway Company.	1st Jan. 1885 .	22·23	...	...
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA) .	North Western State Railway.	10th Nov. 1897 .	425·59	...	—1·62
XXV	TÁPTI VALLEY	Bombay, Baroda and Central India Railway Company.	18th Dec. 1898 .	156·40	...	—0·15
XXVI	SOUTH BEHAR (LUCKEESERAI-GYA) . .	Being constructed by the East Indian Railway Company.	.....	79·00	...	—0·17
XXVII	HARDWAR-DEHRA	Being constructed by State agency.	.....	32·01	...	+0·04
	TOTAL .	.....	.....	877·47	...	—1·91
	Carried over .	.....	.....	13,264·24	129·16	+17·92

A1

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1898-99.	On the 31st March 1898 as shown in the last report.	Open during 1898-99 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1899.	Length remaining to be finished (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,981·87	1,705·09	5·61	+1·55	1,712·25	269·62	474·25	I	
125·01	125·01	...	...	125·01	...	...	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
1,228·91	860·88	323·53	...	1,184·41	44·50	...	III	(b) Commencement of work not yet authorized.
795·56	727·39	68·21	—0·04	795·56	...	...	IV	
13·11	13·11	...	...	13·11	...	...	V	
141·14	140·91	...	+0·23	141·14	...	...	VI	
44·88	44·88	...	...	44·88	...	...	VII	
145·44	145·44	...	...	145·44	...	...	VIII	
20·58	20·58	...	...	20·58	...	...	IX	(c) Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's Guaranteed State Railways Company.
8·45	8·45	...	...	8·45	...	...	X	
121·16	...	...	...	...	121·16	...	XI	
4,626·11	3,791·74	397·35	+1·74	4,190·83	435·28	474·25		
3,007·94	2,817·02	...	+0·62	2,817·64	190·30	170·49	XII	
58·91	58·91	...	...	58·91	...	...	XIII	
1,037·81	812·37	138·39	...	950·76	87·05	...	XIV	
275·88	253·49	9·49	...	262·98	12·90	112·21	XV	
8·53	8·53	...	...	8·53	...	...	XVI	
(d) 545·17	(d) 536·78	1·84	...	(d) 540·62	4·55	...	XVII	(d) Including 2·66 miles (mixed gauge), and 0·33 mile (metre gauge).
254·10	...	230·48	(e) +23·62	254·10	...	...	XVIII	(e) Gudur-Nellore section of the South Indian railway converted to the standard gauge.
5,188·34	4,489·10	380·20	+24·24	4,893·54	294·80	282·70		
1,357·12	1,288·00	...	...	1,288·00	69·12	461·92	XIX	
460·90	460·90	...	...	460·90	...	131·11	XX	
903·29	839·23	...	...	839·23	64·06	42·41	XXI	
2,721·31	2,588·13	...	...	2,588·13	133·18	635·44		
162·23	162·24	...	—0·01	162·23	...	...	XXII	
22·23	22·23	...	...	22·23	...	...	XXIII	
423·97	399·80	23·38	...	423·18	0·79	...	XXIV	
156·25	...	35·91	...	35·91	120·34	...	XXV	
78·83	...	...	...	...	78·83	...	XXVI	Under construction.
32·05	...	...	...	...	32·05	...	XXVII	Under construction.
875·56	584·27	59·29	—0·01	643·55	232·01	...		
13,411·32	11,453·24	836·84	+25·97	12,316·05	1,095·27	1,392·39		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1897-98 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1898-99. (Appendix B.)	SANCTIONED MILE: Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	... .	...	13,264·24	129·16	+17·92
	STANDARD GAUGE—*concld.*					
	Lines owned by native states and worked by companies.					
XXVIII	KHÁMGAON	Great Indian Peninsula Railway Company.	4th March 1870 .	7·55	...	...
XXIX	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 .	5·44	...	...
XXX	BÍNA-GOONA	Indian Midland Railway Company.	1st May 1895 .	147·74	...	—2·37
XXXI	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 .	113·52	...	...
XXXII	BHOPAL-ITÁRSI (NATIVE STATE SECTION) .	Indian Midland Railway Company.	18th Nov. 1884 .	44·23	...	...
XXXIII	THE NIZAM'S GUARANTEED STATE . .	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 .	332·32	...	—2·19
XXXIV	NÁGDÁ-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1896 .	34·67	...	—0·35
XXXV	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890 .	13·35	...	...
XXXVI	KOLAR GOLD-FIELDS	Madras Railway Company	1st June 1894 .	10·00	...	...
	TOTAL .	.....	.....	708·87	...	—4·91
	Lines owned by native states and worked by state railway agency.					
XXXVII	RÁJPURA-BHÁTINDA	North Western State Railway.	1st Nov. 1884 .	107·04	...	...
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (*a*).	North Western State Railway.	15th Mar. 1890 .	15·92	...	...
XXXIX	LUDHIÁNA-DHURI-JAKHAL (*b*) . . .	.....	.....	80·32	...	...
	TOTAL .	.....	.....	104·18	...	...
	Total standard gauge .	.....	.....	14,177·29	129·16	+13·01
	METRE GAUGE.					
	State lines worked by companies.					
XL	BENGAL AND NORTH WESTERN—(*c*)					
	TIRHOOT SECTION	Bengal and North Western Railway Company.	1st Nov. 1875 .	502·80	...	...
	COMPANY'S SECTION . . .	Bengal and North Western Railway Company.	2nd April 1884	779·42	...	—0·40
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	231·17	...	...
XLII	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,673·93	...	...
XLIII	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 .	17·28	...	...
XLIV	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,042·04	...	...
XLV	GUNTAKAL-MYSORE FRONTIER . . .	Southern Mahratta Railway Company.	1st Mar. 1892 .	119·50	...	...
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA) .	Southern Mahratta Railway Company.	1st Feb. 1881 .	296·00	...	...
XLVII	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 .	1,041·59	4·49	(*d*)—23·62 —0·09
XLVIII	MÁYAVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894 .	53·99	...	...
XLIX	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 .	742·20	...	—6·44
L	BURMA	Burma Railways Company	2nd May 1877 .	1,154·17	128·70	—0·37
	TOTAL .	.....	.....	7,654·09	133·19	—30·92
	Carried over .	.....	.....	7,654·09	133·19	—30·92

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1898-99.	On the 31st March 1898 as shown in the last report.	Opened during 1898-99. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1899.				
Miles. 13,411·32	Miles. 11,453·24	Miles. 336·84	Miles. +25·97	Miles. 12,316·05	Miles. 1,095·27	Miles. 1,392·39		
7·55	7·55	...	...	7·55	...	...	XXVIII	
5·44	5·44	...	...	5·44	...	...	XXIX	
145·37	71·74	...	...	71·74	73·63	...	XXX	
113·52	113·52	...	...	113·52	...	...	XXXI	
44·28	44·28	...	...	44·28	...	...	XXXII	
330·13	332·32	...	—2·19	330·13	...	...	XXXIII	
34·32	34·67	...	— 0·35	34·32	...	...	XXXIV	
13·35	13·35	...	...	13·35	...	...	XXXV	
10·00	10·00	...	...	10·00	...	...	XXXVI	
703·96	632·87	...	—2·54	630·33	73·63	...		
107·94	107·94	...	...	107·94	...	...	XXXVII	(a) The British section of this railway forms an integral part of the North Western State railway system.
15·92	15·92	...	...	15·92	...	...	XXXVIII	
80·32	...	...	...	...	80·32	...	XXXIX	(b) Commencement of work not yet authorised.
204·18	123·86	...	...	123·86	80·32	...		
14,319·46	12,209·97	336·84	+23·43	13,070·24	1,249·22	1,392·39		
502·80	341·80	...	...	341·80	161·00	...	XL	(c) Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
779·02	515·90	227·60	+2·68	743·18	35·84	...		
			—3·00					
231·17	231·17	...	...	231·17	...	...	XLI	
1,673·93	1,673·93	..	...	1,673·93	...	1·14	XLII	
17·28	17·28	...	...	17·28	...	...	XLIII	
1,042·04	1,042·04	...	...	1,042·04	...	...	XLIV	
119·50	119·50	...	...	119·50	...	...	XLV	
296·00	296·00	...	...	296·00	...	...	XLVI	
1,022·37	1,041·59	...	(d)—23·62	1,017·88	4·49	...	XLVII	(d) *Vide* foot-note (c) on page iii.
			—0·09					
53·99	53·99	...	...	53·99	...	...	XLVIII	
735·76	360·63	53·82	...	414·45	321·31	...	XLIX	
1,282·50	936·45	...	—0·37	936·08	346·42	9·00	L	
7,756·36	6,630·28	281·42	—24·40	6,887·30	869·06	10·14		
7,756·36	6,630·28	281·42	—24·40	6,887·30	869·06	10·14		

APPENDIX

Statement showing the gauge and classification of railways and lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE: At the end of 1897-98 as shown in the last report.	SANCTIONED MILE: Sanctioned during 1898-99. (Appendix B).	SANCTIONED MILE: Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	.....	.....	7,654·09	133·19	—30·92
	METRE GAUGE—*concld.*					
	State lines worked by the State.					
LI	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	Eastern Bengal State Railway.	28th Aug. 1877 .	503·42	...	...
	DACCA SECTION	Eastern Bengal State Railway.	4th Jan. 1885 .	85·92	...	...
LII	CAWNPORE-BURHWAL (METRE GAUGE LINE) (*a*).	Oudh and Rohilkhand State Railway.	24th Nov. 1896 .	(*b*) 79·60	...	...
LIII	SHADIPALLI-BÁLOTRA (BRITISH SECTION) (*c*)	Being constructed by State agency.	.....	(*d*) 71·26	...	—2·20
	TOTAL .	.....	.....	740·29	...	—2·20
	Assisted companies.					
LIV	DROGHUR	Messrs. Burn & Co. . .	23rd Dec. 1882 .	4·79	...	...
LV	BRAHMAPUTRA-SULTANPUR	Eastern Bengal State Railway.	.....	59·70	...	...
LVI	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	Eastern Bengal State Railway.	.....	53·81	...	+1·19
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 .	53·92	...	...
LVIII	SEGOWLIE RAXAUL	Bengal and North-Western Railway Company.	1st March 1899 .	18·00	...	+0·09
LIX	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893 .	158·16	...	—0·21
LX	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882 .	77·50	...	...
LXI	LEDO AND TIKAK-MARGHERITA COLLIERY .	Assam Railways and Trading Company.	17th Feb. 1884 .	10·00	...	—2·50
LXII	AHMEDABAD-PARÁNTÍJ	Bombay, Baroda and Central India Railway Company.	1st May 1897 .	54·59	...	...
LXIII	NÍLGIRI	Being constructed by the Nilgiri Railway Company.	.....	16·81	...	...
	TOTAL .	.....	.....	507·28	...	—1·43
	Lines owned by native states and worked by companies.					
LXIV	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 .	92·63	...	...
LXV	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891 .	29·07	...	...
LXVI	YESVANTPUR-MYSORE FRONTIER . . .	Southern Mahratta Railway Company.	15th Dec. 1892 .	51·35	...	...
LXVII	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891 .	15·75	...	+0·05
LXVIII	BIRUR-SHIMOGA	Being constructed by the Mysore State	.....	37·98	...	—0·01
LXIX	HYDERABAD-GÓDÁVARI VALLEY . . .	Being constructed by His Highness the Nizam's Guaranteed State Railways Company.	.....	389·81	...	—5·53
LXX	SHORANUR-COCHIN	.....	.....	...	65·00	...
	TOTAL .	.....	.....	616·59	65·00	—5·49
	Lines owned and worked by native states.					
LXXI	JODHPORE-BICKANEER—					
	JODHPORE SECTION	Jodhpore State . .	24th June 1882 .	455·31	...	+0·19
	BICKANEER SECTION	Jodhpore State . .	8th April 1891 .	94·07	72·50	+0·43
LXXII	ODEYPORE-CHITOR	Meywar State . . .	1st Aug. 1895 .	66·83	...	+0·47
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	Board of Control representing the proprietary states.	28th Dec. 1880 .	(*g*) 333·46	...	+0·38
LXXIV	JETÁLSAR-RÁJKOT	Bhávnagar-Gondal-Junagad-Porbandar Railway.	12th April 1893 .	46·23	...	...
LXXV	JÁMNAGAR	Bhavnagar-Gondal Junagad-Porbandar Railway.	8th April 1897 .	(*h*) 54·28	...	...
LXXVI	DHRÁNGADRÁ	Bhávnagar-Gondal Junágad-Porbandar Railway.	1st June 1898 .	21·00	...	—0·17
LXXVII	JEYPORE	Being constructed by the Jeypore State.	.....	72·78	...	+ 0·07
	TOTAL .	.....	.....	1,143·96	72·50	+1·37
	Foreign lines.					
LXXVIII	WEST OF INDIA PORTUGUESE . . .	West of India Portuguese Railway Company.	17th Jan. 1887 .	51·00	...	...
LXXIX	PONDICHERRY	South Indian Railway Company.	16th Dec. 1879 .	7·80	...	...
LXXX	KÁRAIKKAL-PERALAM	South Indian Railway Company.	14th March 1898	14·45	...	...
	TOTAL .	.....	.....	73·25	...	...
	Total metre gauge .	.....	.....	10,735·37	270·69	—38·67

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Total sanctioned length at the end of 1898-99.	On the 31st March 1898 as shown in the last report.	Opened during 1898-99 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1899.				
Miles. 7,756·36	Miles. 6,630·28	Miles. 281·42	Miles. —24·40	Miles. 6,887·30	Miles. 869·06	Miles. 10·14		
503·42	478·47	...	...	478·47	24·95	...	LI	
85·92	85·92	...	...	85·92	...	...		(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3·66 miles, being utilized between Daliganj and Aishbagh.
79·60	(b) 79·60	...	...	79·60	...	...	LII	(b) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
69·06	...	...	...	...	69·06	...	LIII	(c) Under construction. The Native State section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bickaneer railway.
738·00	643·99	...	...	643·99	94·01	...		
4·79	4·79	...	...	4·79	...	...	LIV	(d) Excluding 55·08 miles, Hyderabad-Shadipali, standard gauge, railway, to be converted to the metre gauge.
59·70	...	...	...	...	59·70	...	LV	
55·00	...	33·07	...	33·07	21·93	...	LVI	Under construction.
53·92	53·92	...	...	53·92	...	...	LVII	
18·09	...	18·00	+0·09	18·09	...	...	LVIII	
157·95	36·40	...	...	36·40	121·55	...	LIX	
77·50	77·50	...	...	77·50	...	...	LX	
7·50	10·00	...	—2·50	7·50	...	...	LXI	Under construction.
54·59	54·59	...	...	54·59	...	...	LXII	
16·81	...	...	...	...	16·81	...	LXIII	Under construction.
505·85	237·20	51·07	—2·41	285·86	219·99	...		
92·63	92·63	...	...	92·63	...	...	LXIV	
29·07	29·07	...	...	29·07	...	...	LXV	
51·35	51·35	...	...	51·35	...	...	LXVI	
15·80	15·25	...	...	15·25	0·55	...	LXVII	
37·97	...	...	...	...	37·97	...	LXVIII	Under construction.
384·28	...	...	...	...	384·28	...	LXIX	Under construction.
65·00	...	...	...	...	65·00	...	LXX	Provisionally sanctioned. Commencement of work on the first 30 miles authorised.
676·10	188·30	...	...	188·30	487·80	...		
455·50	320·50	...	...	320·50	135·00	...	LXXI	
167·00	43·50	42·00	...	85·50	81·50	...		
67·30	60·39	...	+0·47	60·86	6·44	...	LXXII	
333·84	(g) 333·46	...	+0·38	333·84	...	...	LXXIII	(g) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry line.
46·23	46·23	...	...	46·23	...	...	LXXIV	
(h) 54·28	(h) 54·28	...	...	(h) 54·28	...	...	LXXV	(h) Including 3·99 miles of Bedi Bandar Dock estate sidings.
20·83	...	20·83	...	20·83	...	...	LXXVI	
72·85	...	...	...	...	72·85	...	LXXVII	Under construction.
1,217·83	853·36	62·83	+0·85	922·04	295·79	...		
51·00	51·00	...	...	51·00	...	...	LXXVIII	
7·80	7·80	...	...	7·80	...	...	LXXIX	
14·45	14·45	...	...	14·45	...	...	LXXX	
73·25	73·25	...	...	73·25	...	...		
10,967·39	8,631·38	395·32	—25·96	9,000·74	1,966·65	10·14		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1897-98, as shown in the last report.	Sanctioned during 1898-99 (Appendix B).	Corrections of mileage.
	SPECIAL GAUGES.			Miles.	Miles.	Miles.
	State line worked by Company.					
LXXXI	RAIPUR-DHAMTARI BRANCH (BENGÁL-NÁGPUR) (2′ 0″).	Bengal-Nágpur Railway Company.	.....	56·67	...	+0·01
	TOTAL .	.....	.....	56·67	...	+0·01
	State line worked by the State.					
LXXXII	JORHÁT (2′ 0″)	State agency . . .	15th Dec. 1884 .	28·25	...	+0·25
	TOTAL .	.....	.....	28·25	...	+0·25
	Assisted companies.					
LXXXIII	DARJEELING-HIMALAYAN (2′ 0″) . .	Darjeeling - Himalayan Railway Company.	23rd Aug. 1880 .	51·00	...	...
LXXXIV	BÁRSI LIGHT (2′ 6″)	Bársi Light Railway Company.	1st March 1897 .	54·75	...	...
LXXXV	HOWRAH-AMTA (2′ 0″) (*a*) . . .	Bengal District Road Tramways Company.	1st July 1897 .	...	28·62	...
LXXXVI	HOWRAH SHEAKHALLA (2′ 0″) (*a*) . .	Bengal District Road Tramways Company.	2nd Aug. 1897 .	...	19·62	...
LXXXVII	TÁRAKESHWAR-MAGRA (2′ 6′) (*b*) . .	Bengal Provincial Railways Company.	7th Nov. 1894 .	...	31·12	...
LXXXVIII	TEZPUR-BALIPARA (2′ 6″) (*c*) . . .	Tezpur-Balipara Steam Tramway Company.	9th Aug. 1894 .	...	20·10	...
LXXXIX	KALKA-SIMLA (2′ 0″)*	Delhi-Umballa-Kalka Railway Company.	.....	...	68·00	...
XC	RÁNAGHAT-KRISHNAGARH (2′ 6″) (*d*) .	Ránaghat-Krishnagarh Tramway Company.	.....	...	20·20	...
	TOTAL .	.....	.....	105·75	187·66	...
	Lines owned by native states and worked by companies.					
XCI	THE GAEKWAR'S DABHOI (2′ 6″) . .	Bombay, Baroda and Central India Railway Company.	8th April 1873 .	78·80	...	...
XCII	RAJPIPLA (2′ 6″)	Bombay, Baroda and Central India Railway Company.	.....	36·83	...	+0·49
XCIII	REWAH (2′ 6″)*	Rewah State.	.....	31·00	...	+0·81
	TOTAL .	.....	.....	146·63	...	+1·30
	Line owned by native state and worked by state railway agency.					
XCIV	COOCH BEHAR (2′ 6″)	Eastern Bengal State Railway.	15th Sept. 1893 .	37·34	...	−3·12
	TOTAL .	.....	.....	37·34	...	−3·12
	Carried over .	.....	.....	374·64	187·66	−1·56

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1898-99.	On the 31st March 1898 as shown in the last report.	Opened during 1898-99 (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1899.	Length remaining to be finished. (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
56·68	...	...	...	...	56·68	...	LXXXI	Under construction.
56·68	...	...	...	...	56·68	...		
28·50	2·625	...	+0·25	28·50	...	...	LXXXII	
28·50	28·25	...	+0·25	28·50	...	...		
51·00	51·00	...	...	51·00	...	...	LXXXIII	
54·75	21·75	...	...	21·75	33·00	...	LXXXIV	
28·62	...	28·62	...	28·62	...	...	LXXXV	(*a*) The Indian Railways Act has been applied from the 7th October 1898.
19·62	...	19·62	...	19·62	...	...	LXXXVI	(*b*) The Indian Railways Act has been applied from the 19th May 1896.
31·12	...	31·12	...	31·12	...	...	LXXXVII	(*c*) The Indian Railways Act has been applied from the 3rd May 1898.
20·10	...	20·10	...	20·10	...	...	LXXXVIII	*Commencement of work not yet authorised.
68·00	...	...	...	...	68·00	...	LXXXIX	
20·20	...	...	...	...	20·20	...	XC	(*d*) Under construction. The Indian Railways Act has been applied from the 23rd February 1899.
293·41	72·75	99·46	...	172·21	121·20	...		
78·80	78·80	...	...	78·80	...	...	XCI	
37·32	19·03	4·95	...	23·98	13·34	...	XCII	
31·81	...	...	...	...	31·81	...	XCIII	
147·93	97·83	4·95	...	102·78	45·15	...		
34·22	22·12	3·22	—3·12	22·22	12·00	...	XCIV	
34·22	22·12	3·22	—3·12	22·22	12·00	...		
560·74	220·95	107·63	—2·87	325·71	235·03	...		

APPENDIX

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1898-1899. (Appendix B.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward .	.....	.....	374·64	187·66	—1·56
	SPECIAL GAUGES—*concld.*					
	Lines owned and worked by native states.					
XCV	MORVI (2′ 6″)	Morvi State . . .	11th March 1886	94·36	...	...
XCVI	GWALIOR-LIGHT (2′ 0″)—					
	GWALIOR-SIPRI SECTION . . .	Being constructed by the Gwalior State.	.....	72·96	...	...
	GWALIOR-BHIND SECTION . . .		.....	...	(*a*) 44·33	...
	TOTAL .	.....	.....	167·32	44·33	...
	Total special gauges .	.....	.....	**541·96**	**231·99**	**—1·56**
	Total of all railways .	.....	.....	**25,454·62**	**631·84**	**—27·22**
	Steam tramways working outside municipal limits.					
	HOWRAH-AMTA (*2′ 0″ gauge*) . . .	Bengal District Road Tramways Company.	1st July 1897 .	28·75	...	—28·75
	HOWRAH-SHRAKHALLA (*2′ 0″ gauge*) . .	Bengal District Road Tramways Company.	2nd Aug. 1897 .	19·25	...	—19·25
	TÁRAKESHWAR-MAGRA (*2′ 6″ gauge*) .	Bengal Provincial Railways Company.	7th Nov. 1894 .	31·12	...	—31·12
	POWAYAN (*2′ 6″ gauge*)	Powayan Steam Tramway Company.	17th June 1890 .	39·50	...	...
	DANDOT COLLIERY (*2′ 0″ gauge*) . .	North Western State Railway.	1st June 1889	6·18	...	...
	BHAGANWALA COLLIERY (*2′ 6″ gauge*) .	North Western State Railway.	2nd Oct. 1896 .	6·85	...	—6·85
	CHERRA-CÓMPANYGANJ (*2′ 6″ gauge*) .	State agency . . .	16th June 1886 .	8·00	...	...
	TEZPUR-BALIPARA (*2′ 6″ gauge*) . .	Tezpur-Balipara Steam Tramway Company.	9th Aug. 1894 .	20·10	...	—20·10
	THATÓN-DUYÍNZÁIK (*2′ 6″ gauge*) . .	G. E. L. Dawson, Esq. .	11th Feb. 1885 .	7·76	...	...
	RÁNAGHAT-KRISHNAGARH (*2′ 6″ gauge*) .	Ránaghat-Krishnagarh Tramway Company.	.....	20·20	...	—20·20
	MANGALLAI (*2′ 6″ gauge*)	.....	.....	35·00	...	—35·00
	CALICUT†	Being constructed by Messrs. Parry and Company.	.....	...	11·28	...
	TOTAL .	.....	.....	222·71	11·28	—161·27

A—*contd.*

lines sanctioned and open for traffic on the 31st March 1899.

AGE.	OPEN MILEAGE.							
Total sanctioned length at the end of 1898-99.	On the 31st March 1898 as shown in the last report.	Opened during 1898-99. (Appendix C).	Corrections of mileage.	Total open length on the 31st March 1899.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
Miles. 560·74	Miles. 220·95	Miles 107·63	Miles. —2·87	Miles. 325·71	Miles. 235 03	Miles. ...		
94·36	94·36	...	...	94·36	...	...	XCV	
72·96	...	...	...	...	72·96	...	XCVI	
(*a*) 44·33	...	...	...	...	(*a*) 44·33	...		(*a*) Excluding 8·00 miles of His Highness the Maharaja Scindia's private line.
211·65	94·36	...	...	94·36	117·29	...		
772·39	315·31	107·63	—2·87	420·07	352·32	...		
26,059·24	21,156·66	1,339·79	—5·40	22,491·05	3,568·19	1,402·53		
...	16·50	...	—16·50	...	...	...	...	*Vide* foot-note (*a*) on page IX.
...	17·25	...	—17·25	...	...	...		
...	31·12	...	—31·12	...	...	...		*Vide* foot-note (*b*) on page IX.
39·50	39·50	...	...	39·50	...	...		
6·18	6·18	...	...	6·18	...	1·83		
...	6·85	...	— 6·85	...	...	...		
8·00	8·00	...	...	8·00	...	...		
...	20·10	...	—20·10	...	...	...		*Vide* foot-note (*c*) on page IX.
7·76	7·76	...	...	7·76	...	...		
...	...	...	...	...	...	...		*Vide* foot-note (*d*) on page IX.
...	...	...	...	...	...	...		
11·28	...	...	...	...	11·28	...		†Gauge not known.
72·72	153·26	...	—91·82	61·44	11·28	1·83		

APPENDIX A—*concld.*

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1899.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.					
	At the end of 1897-98.	Sanctioned during 1898-99. (Appendix B.)	Corrections of mileage.	Total sanctioned length at the end of 1898-99.	On the 31st March 1899.	Opened during 1898-99. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1899.	Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,500·15	129·16	—3·20	4,626·11	3,791·74	397·35	+1·74	4,190·83	435·28	474·25
State lines worked by the State	5,163·78	...	+24·56	5,188·24	4,489·10	380·20	+24·24	4,893·54	294·80	282·70
Lines worked by guaranteed companies	2,722·84	...	—1·53	2,721·31	2,588·13	...	...	2,588·13	133·18	635·44
Assisted companies	877·47	...	—1·91	875·56	584·27	59·29	—0·01	643·55	232·01	...
Lines owned by native states and worked by companies	708·87	...	—4·91	703·96	632·87	...	—2·54	630·33	73·63	...
Lines owned by native states and worked by state railway agency	204·18	...	...	204·18	123·86	...	...	123·86	80·32	...
TOTAL	14,177·29	129·16	+13·01	14,319·46	12,209·97	836·84	+23·43	13,070·24	1,249·22	1,392·39
METER GAUGE.										
State lines worked by companies	7,654·09	133·19	—30·92	7,756·36	6,630·28	231·42	—24·40	6,837·30	869·06	10·14
State lines worked by the State	740·20	...	—2·20	738·00	643·99	...	...	643·99	94·01	...
Assisted companies	507·28	...	—1·43	505·85	237·20	51·07	—2·41	285·86	219·99	...
Lines owned by native states and worked by companies	616·59	65·00	—5·49	676·10	188·30	...	...	188·30	487·80	...
Lines owned and worked by native states	1,143·96	72·50	+1·37	1,217·83	858·36	62·83	+0·85	922·04	295·79	...
Foreign lines	73·25	...	...	73·25	73·25	...	...	73·25	...	...
TOTAL	10,735·37	270·69	—38·67	10,967·39	8,631·38	395·32	—25·96	9,000·74	1,966·65	10·14
SPECIAL GAUGES.										
State line worked by company	56·67	...	+0·01	56·68	...	...	...	...	56·68	...
State line worked by the State	28·25	...	+0·25	28·50	28·25	...	+0·25	28·50	...	...
Assisted companies	105·75	187·66	...	293·41	72·75	99·46	...	172·21	121·20	...
Lines owned by native states and worked by companies	146·63	...	+1·30	147·93	97·83	4·95	...	102·78	45·15	...
Lines owned by native states and worked by state railway agency	37·34	...	—3·12	34·22	22·12	3·22	—3·12	22·22	12·00	...
Lines owned and worked by native states	167·32	44·33	...	211·65	94·36	...	...	94·36	117·29	...
TOTAL	541·96	231·99	—1·56	772·39	315·31	107·63	—2·87	420·07	352·32	...
Total of all railways	25,454·62	631·84	—27·22	26,059·24*	21,156·66	1,339·79	—5·40	22,491·05	3,568·19	1,402·53
Steam tramways working outside municipal limits	222·71	11·28	—161·27	72·72	153·26	...	—91·82	61·44	11·28	1·83

* Made up as follows:

	Miles.
Length sanctioned at the end of 1897-98	25,454·62
Sanctioned during 1898-99	631·84
	26,086·46
Add—	
Maharajpur branch, East Indian railway, put in	3·15
Mymensingh-Jamalpur-Jagannathganj railway, realignment	1·19
	4·34
	26,090·80
Deduct—	
Dáun-Daltonganj branch, East Indian railway, realignment	4·18
Satrighat branch, East Indian railway, taken out	1·60
Chalisgaon-Dhulia branch, Great Indian Peninsula railway	2·47
Narwana-Kaithal branch, Southern Punjab railway, realignment	1·62
Goona-Baran extension, Bina-Goona railway, realignment	2·37
Shadipalli-Balotra railway, (British section), realignment	2·20
Ledo and Tikak Margherita colliery, realignment	2·50
Trimulgherry Troop siding, now treated as sidings	2·19
Assam-Bengal railway, realignment	6·44
Hyderabad-Godávari Valley railway realignment	5·53
	31·10
Net decrease due to corrections of mileage	0·46
Net total length sanctioned at the end of 1898-99	26,059·24
Length sanctioned at the end of 1897-98	25,454·62
Net increase in sanctioned mileage in 1898-99	604·62

Railways or sections of railways sanctioned from the 1st April 1898 to the 31st March 1899.

Classification No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
III	*Bengal-Nágpur*—			
	Khargpur to Midnapore	8·00	30th December 1898	Provisionally sanctioned.
XI	*Agra-Delhi Chord*—			
	Agra to Delhi	121·16	15th September 1898	Commencement of work not yet authorised.
	Total standard gauge	129·16		
	Metre gauge.			
	State lines worked by companies.			
XLVII	*South Indian*—			
	Negapatam to Nagore	4·49	2nd March 1899	Provisionally sanctioned.
L	*Burma*—			
	Meiktila to Myingyan	57·70	7th July 1898.	
	Sagaing *vid* Monywa to Alôn with a river siding to Myinma.	71·00	7th July 1898.	
		128·70		
	Total	133·19		
	Line owned by native state and worked by company.			
LXX	*Shoranur-Cochin*—			
	Shoranur to Cochin	65·00	23rd February 1899	Provisionally sanctioned.
	Line owned and worked by native state.			
LXXI	*Jodhpore-Bickaneer (Bickaneer section)*—			
	Gigasar to Palasa	9·50	7th January 1899.	
	Lankaransar to Suratgarh	63·00	9th February 1899.	
		72·50		
	Total metre gauge	270·69		
	Special gauges.			
	Assisted companies.			
LXXXV	*Howrah-Amta (2′ 0″)*	28·62	The Indian Railways Act has been applied from the 7th October 1898.	
LXXXVI	*Howrah Sheakhalla (2′ 0″)*	19·62		
LXXXVII	*Tárakeshwar-Magra (2′ 8″)*	31·12	The Indian Railways Act has been applied from the 19th May 1896.	
LXXXVIII	*Tezpur-Balipara (2′ 6″)*	20·10	The Indian Railways Act has been applied from the 3rd May 1898.	
LXXXIX	*Kalka-Simla (2′ 0″)*—	68·00	29th June 1898	Commencement of work not yet authorised.
XC	*Ránaghat-Krishnagarh (2′ 6″)*	20·20	The Indian Railways Act has been applied from the 23rd February 1899.	
		187·66		
	Line owned and worked by native state.			
XCVI	*Gwalior Light (2′ 0″)* —			
	Gwalior to Bhind	44·33	26th July 1898.	
	Total special gauges	231·99		
	GRAND TOTAL	631·84		
	Steam tramway working outside municipal limits.			
	Calicut	11·28	1st November 1898	Gauge not known.

APPENDIX

Railways or sections of railways opened for traffic from the 1st April 1898 to the 31st March 1899.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian—*			
	Háthras City branch	5·61	1st November 1898	For goods traffic. For passenger traffic on 10th January 1899.
III	*Bengal-Nágpur—*			
	Sini to Khargpur	99·50	1st June 1898 ...	For goods traffic. For passenger traffic on 20th September 1898.
	Kolaghat to Balasore	107·25	17th December 1898	For goods traffic. For passenger traffic on 6th March 1899.
	Balasore to Barang	116·78	10th January 1899 ...	For goods traffic. For passenger traffic on 6th March 1899.
		323·53		
IV	*Indian Midland—*			
	Damoh to Katni Murwára	68·21	1st January 1899.	
	Total . .	397·35		
	State lines worked by the state.			
XIV	*Oudh and Rohilkhand—*			
	Benares Cantonment Junction to Rae Bareli	138·39	4th April 1898.	
XV	*Eastern Bengal—*			
	Panchooria to Shivarampur	7·19	20th October 1898.	
	Belgáchhi to the river Ganges . . .	2·30	27th October 1898 ...	For goods traffic.
		9·49		
XVII	*East Coast—*			
	Temporary Puri station to new Puri station	1·84	1st June 1898.	
XVIII	*Bezwada-Madras—*			
	Kistna Canal Junction (Tadêpalli) to Nellore	154·74	20th December 1898.	
	Gudur to Ennúr	75·74	23rd February 1899.	
		230·48		
	Total . .	380·20		
	Assisted companies.			
XXIV	*Southern Punjab (Delhi-Samásata)—*			
	Narwana to Kaithal	23·38	1st February 1899 ...	For goods traffic. For passenger traffic on 8th March 1899.
XXV	*Tápti Valley—*			
	Kankra Khari to Vyára	35·91	1st December 1898 ...	For goods traffic. For passenger traffic on 3rd January 1899.
	Total . .	59·29		
	Total standard gauge . .	836·84		

C.

Railways or sections of railways opened for traffic from the 1st April 1898 to the 31st March 1899.

Classification No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	METRE GAUGE.			
	State lines worked by companies.			
XL	*Bengal and North-Western (Company's section)*—			
	BALRÁMPUR TO TULSIPUR	19·00	1st June 1898.	
	TURTIPUR GHÁT TO AZAMGARH	51·35	8th June 1898.	
	MAU TO BENARES CANTONMENT	58·56	15th March 1899 ...	For goods traffic.
	AUNRIHAR TO GHAZIPUR GHÁT	28·37		
	KOPAGANJ TO CHAND-DEARA GHÁT	66·61		
	REVELGANJ GHÁT TO MANJHI GHÁT	3·71		
		227·60		
XLIX	*Assam Bengal*—			
	BADARPUR TO KÁTÁKHÁL	6·27	13th June 1898 ...	For goods traffic.
	KÁTÁKHÁL TO SILCHAR	12·35	8th November 1898...	
	JAMUNA MUKH TO LANKA	18·27	2nd January 1899.	
	LANKA TO LUMDING	16·93	1st March 1899 ...	For goods traffic.
		53·82		
	TOTAL	281·42		
	Assisted company.			
LVI	*Mymensingh-Jamalpur-Jaggannathganj*—			
	MYMENSINGH TO SINGHJANI	33·07	15th October 1898 ...	For goods traffic. For passenger traffic on 1st November 1898.
LVII	*Segowlie-Raxaul*—			
	SEGOWLIE TO RAXAUL	18·00	1st March 1899.	
	TOTAL	51·07		
	Lines owned and worked by native states.			
LXXI	*Jodhpore-Bickaneer (Bickaneer section)*—			
	BICKANEER TO DULMERA	42·00	2nd June 1898.	
LXXVI	*Dhrángadrá*—			
	WÁDHWAN TO DHRÁNGADRÁ	20·83	1st June 1898 ...	For goods traffic. For passenger traffic on 25th June 1898.
	TOTAL	62·83		
	TOTAL METRE GAUGE	395·32		
	SPECIAL GAUGES.			
	Assisted companies.			
LXXXV	*Howrah-Amta (2′ 0″)*	28·62	The Indian Railways Act has been applied from the 7th October 1898.	
LXXXVI	*Howrah-Sheakhalla (2′ 0″)*	19·62		
LXXXVII	*Tárakeshwar-Magra (2′ 6″)*	31·12	The Indian Railways Act has been applied from the 19th May 1896.	
LXXXVIII	*Tezpur-Balipara (2′ 6″)*	20·10	The Indian Railways Act has been applied from the 3rd May 1898.	
	TOTAL	99·46		
	Line owned by native state and worked by company.			
XCII	*Rajpipla (2′ 6″)*—			
	RAJ PARDI TO UMALLA	4·95	19th January 1899.	
	Line owned by native state and worked by state railway agency.			
XCIV	*Cooch Behar (2′ 6″)*—			
	RIGHT BANK OF THE TORSA RIVER TO THE TOWN OF COOCH BEHAR	3·22	15th December 1898.	
	TOTAL SPECIAL GAUGES	107·63		
	GRAND TOTAL	1,339·79		

APPENDIX D. APPENDIX

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	Railway.	Mileage open at the end of 1893-94.	Opened during					Mileage open at the end of 1898-99	Classification No.	Remarks.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	1,613¾	(a) 61½	23½	4⅜	1½	5½	1,712¼	I	(a) Including the Sakri Ghat branch previously omitted.
II	Bengal Central	...	...	...	(b) 125	...	...	125	II	(b) Transferred from "State lines worked by the state" on the 1st January 1897.
III	Bengal-Nágpur	861¼	...	...	...	...	323½	1,184½	III	
IV	Indian Midland	677½	...	1½	...	47½	68¾	795½	IV	
V	Bhopal-Itársi (British section)	13	...	...	...	...	...	13	V	(c) Excluding the Bezwada-Gódávari section of the East Coast State railway.
VI	Godhra-Rutlam-Nágdá	45	70½	...	25½	...	...	141	VI	
VII	Wardha Coal	45	...	...	...	...	...	45	VII	(d) Treated as an integral part of the East Coast State railway.
VIII	Dhond-Manmád	145½	...	...	...	...	...	145½	VIII	(e) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
IX	Bezwada Extension (East Coast State)	(c) 21½	(d) 21½	(e) 20½	...	...	...	20½	IX	(f) Including the Mushkaf-Bolan railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section, owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
X	Madras-Ennúr section (Bezwada-Madras)	...	...	9	...	...	...	8½	X	
	Total mileage opened during each year	...	110¼	54½	155½	49	397½	..		
	Total open mileage at the end of each year	3,422⅝	3,533	3,588⅛	3,740	3,791⅛	...	4,190⅝		(g) Transferred to "State lines worked by companies" on the 1st January 1897.
	State lines worked by the State.									
XII	North Western	2,427¼	...	103¼	(f) 264	...	..	2,817¾	XII	(h) Including the Bezwada-Gódávari section transferred for working from "State lines worked by companies."
XIII	Hyderabad-Shadipalli	59	...	...	...	...	...	59	XIII	
XIV	Oudh and Rohilkhand	741	56	...	15¼	...	138½	950¾	XIV	(i) Including the Bezwada extension of the East Coast State railway.
XV	Eastern Bengal	248¾	...	...	...	...	9½	263	XV	(j) The Bezwada extension of this line has been excluded, for reasons given in remark (e) and shown under "State lines worked by companies" Excludes also the metre gauge link between Tadépalli and Bezwada.
	Bengal Central	125	...	...	(g) −125	...	...	...		
XVI	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8¼	XVI	
XVII	East Coast	(h) 269½	(i) 111½	(j) 113⅝	47	...	2	(k) 540½	XVII	(k) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge)
XVIII	Ennúr-Bezwada section (Bezwada-Madras)	...	...	...	...	...	230½	254	XVIII	
	Total mileage opened during each year	...	167½	217½	201¼	...	380¼	..		
	Total open mileage at the end of each year	3,876½	4,038½	4,262⅝	4,468½	4,489¼	...	4,893½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D.

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	Railway.	Mileage open at the end of 1893-94.	Opened during					Mileage open at the end of 1898-99.	Classification No.	Remarks.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XIX	GREAT INDIAN PENINSULA	1,286¾	...	...	1	...	...	1,288	XIX	
XX	BOMBAY, BARODA AND CENTRAL INDIA	460¾	...	...	...	...	...	460¾	XX	
XXI	MADRAS	830¼	...	...	...	...	...	830¼	XXI	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	1	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,586¾	2,587	2,587	2,588	2,588	...	2,588		
	Assisted companies.									
XXII	DELHI-UMBALLA-KALKA	161½	...	...	...	...	...	162½	XXII	
XXIII	TARKESSUR	22¼	...	..	...	...	...	22¼	XXIII	
XXIV	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	...	...	...	...	399¾	23¼	423¼	XXIV	
XXV	TÁPTI VALLEY	...	...	...	...	...	36	36	XXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	...	...	..	399¾	59¼	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183¾	183¾	183¾	182¾	584¼	...	643¾		
	Lines owned by native states and worked by companies.									
XXVIII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVIII	
XXIX	AMRÁOTI	5½	...	...	...	...	...	5½	XXIX	
XXX	BÍNA-GOONA	...	...	72¼	...	...	...	71¾	XXX	
XXXI	BHOPAL-UJJAIN	...	...	113½	...	...	...	113½	XXXI	
XXXII	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44¼	XXXII	
XXXIII	THE NIZAM'S GUARANTEED STATE	(a) 332¼	...	...	...	...	...	(b)330½	XXXIII	(a) Including the Trimulgherry troop siding.
XXXIV	NÁGDÁ UJJAIN	...	...	...	34¾	...	...	34¼	XXXIV	(b) Excluding the Trimulgherry troop siding.
XXXV	THE GAEKWAR'S PETLÁD	13¼	...	...	...	...	...	13¼	XXXV	
XXXVI	KOLAR GOLD-FIELDS	...	10	...	...	...	...	10	XXXVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	10	185¼	34¾	...	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	402½	412½	598¼	632¾	632¾	...	630½		
	Lines owned by native states and worked by state railway agency.									
XXXVII	RÁJPURA-BHÁTINDA	108	...	...	...	...	...	108	XXXVII	
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVIII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR	...	287¾	457¾	392¼	448¾	836¾	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,596¼	10,878	11,344¼	11,736	12,210	...	13,070¼		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	Railway.	Mileage open at the end of 1893-94.	Opened during 1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Mileage open at the end of 1898-99.	Classification No.	Remarks.
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN—								XL	
	TIRHOT SECTION	341¾	...	...	...	...	...	341¾		
	COMPANY'S SECTION	420½	...	...	63½	40	227½	743½		
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	229½	1½	...	...	...	...	231½	XLI	
XLII	RAJPUTANA-MALWA	1,674	...	...	...	...	...	1,674	XLII	
XLIII	PÁLANPUR-DEESA	17½	...	...	...	...	...	17½	XLIII	
XLIV	SOUTHERN MAHRATTA	1,043¾	...	...	...	...	...	1,042	XLIV	
XLV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	...	119½	XLV	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	(a) 296	...	...	...	...	...	296	XLVI	(a) Excluding the Yesvantpur-Dodballapur and Mysore-Nanjangúd sections, shown as Nos. LXVI and LXVII, respectively.
XLVII	SOUTH INDIAN	(b) 1,041½	...	...	...	...	(c) −23¾	1,017¾	XLVII	(b) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLVIII	MÁYAVARAM-MUTUPET	...	54	...	...	...	...	54	XLVIII	(c) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Washermenpet-Ennur section of the Bezwada-Madras railway.
XLIX	ASSAM-BENGAL	...	...	159	201¾	...	54	414½	XLIX	
L	BURMA	...	...	...	(d) 886½	50	...	*936	L	(d) Transferred from "State lines worked by the State."
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	55½	159	1,151¾	90	257½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	5,183¾	5,232	5,390¾	6,543	6,630½	...	6,892		
	State lines worked by the State.									
LI	EASTERN BENGAL— NORTHERN AND BEHAR sections (including the Kaunia-Dharila, 2' 6" gauge branch)	478½	...	...	...	...	...	478½	LI	
	DACCA SECTION	86	...	...	...	...	...	86		
LII	CAWNPORE-BUBHWAL (METRE GAUGE LINK)	...	...	...	(e) 34½	45	...	79½	LII	(e) Including 16¾ miles from Burhwal to Bara Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	BURMA	730	15½	141½	(f) −886½	...	...	...		(f) Transferred to "State lines worked by companies."
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	15½	141½	−852	45	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	1,294½	1,310	1,451	599	644	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

D—*contd.*

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	Railway.	Mileage open at the end of 1893-94.	Opened during					Mileage open at the end of 1898-99.	Classification No.	Remarks.
			1894-95.	1895-96.	1896-97.	1897-98.	1898-99.			
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LIV	Deoghur	4¾	...	...	...	...	...	4¾	LIV	
LVI	Mymensingh-Jamálpur-Jagannathganj	...	...	...	...	...	33	33	LVI	
LVII	Rohilkund and Kumaón (Company's section)	54	...	...	...	...	...	54	LVII	
LVIII	Segowlie-Raxaul	...	...	...	...	...	18	18	LVIII	
LIX	Bengal-Dooars	32½	4½	...	...	...	...	36½	LIX	
LX	Dibru-Sadiya	77½	...	...	...	...	..	77½	LX	
LXI	Ledo and Tikak-Margherita colliery.	...	...	...	...	10	..	7½	LXI	
LXII	Ahmedabad-Parántij	...	...	...	...	54½	...	54½	LXII	
	Total mileage opened during each year	...	4½	...	...	64½	51	...		
	Total open mileage at the end of each year	168½	172¾	172¾	172¾	237½	...	2,856		
	Lines owned by native states and worked by companies.									
LXIV	The Gaekwar's Mehsána	92¾	...	...	...	...	...	92¾	LXIV	
LXV	Kolhápur	29	...	...	...	...	...	29	LXV	
LXVI	Yesvantpur-Mysore frontier	(*a*) 51½	...	...	...	...	...	51½	LXVI	(*a*) Yesvantpur-Dodballapur section previously included with the Mysore section (Southern Mahratta). (*b*) Previously included with the Mysore section (Southern Mahratta).
LXVII	Mysore-Nanjangúd	(*b*) 15¼	...	...	...	...	...	15¼	LXVII	
	Total mileage opened during each year		...	...	...	...	...	...		
	Total open mileage at the end of each year	188½	188¼	188¼	188¼	188¼	...	188¼		
	Lines owned and worked by native states.									
LXXI	Jodhpore-Bickaneer—									
	Jodhpore section	364	...	...	...	...	42	406	LXXI	
	Bickaneer section									
LXXII	Oodeypore-Chitor	...	...	60¼	...	...	...	60¾	LXXII	
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	333¾	...	...	...	...	...	333¾	LXXIII	
LXXIV	Jetálsar-Rájkot	46¾	...	...	...	...	...	46¾	LXXIV	
LXXV	Jámnagar	...	...	...	...	54¼	...	54¼	LXXV	
LXXVI	Dhrángadrá	...	...	...	...	...	20¾	21	LXXVI	
	Total mileage opened during each year	...	...	60¼	...	54¼	62¾	...		
	Total open mileage at the end of each year	744	744¼	804	804	858¼	...	922		
	Foreign lines.									
LXXVIII	West of India Portuguese	51	...	...	...	...	...	51	LXXVIII	
LXXIX	Pondicherry	7¾	...	...	...	...	...	7¾	LXXIX	
LXXX	Káraikkal-Peralam	...	...	...	...	14½	...	14½	LXXX	
	Total mileage opened during the year	...	...	...	...	14½	...	...		
	Total open mileage at the end of each year	58¾	58¾	58¾	58¾	73¼	...	73¼		
	Total metre gauge mileage opened during each year	...	75½	360½	299½	268¼	371½	...		
	Total metre gauge open mileage at the end of each year	7,637¾	7,706	8,065¼	8,365¾	8,631½	...	9,000¾		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX D—*concld.*

Length of railways open for traffic at the end of the official years 1893-94 and 1898-99, and progress made in the opening of railways during the official years 1894-95 to 1898-99.

Classification No.	Railway.	Mileage open at the end of 1893-94.	Opened during 1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Mileage open at the end of 1898-99.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Special Gauges.									
	State line worked by the State.									
LXXXII	Jorhât (2′ 0″)	28	...	...	...	...	...	28½	LXXXII	
	Assisted companies.									
LXXXIII	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXXIII	
LXXXIV	Bârsi Light (2′ 6″)	...	...	...	21½	...	...	21½	LXXXIV	
LXXXV	Howrah-Amta (2′ 0″)	...	...	...	...	..	28½	28½	LXXXV	The Indian Railways Act has been applied from the 7th October 1898.
LXXXVI	Howrah-Sheakhalla (2′ 0″)	...	...	...	...	...	(*a*)19½	(*a*)19½	LXXXVI	
LXXXVII	Târakeshwar-Magra (2′ 6″)	...	...	...	...	...	31½	31½	LXXXVII	The Indian Railways Act has been applied from the 19th May 1896.
LXXXVIII	Tezpur-Balipara (2′ 6″)	...	...	...	...	...	20½	20½	LXXXVIII	The Indian Railways Act has been applied from the 3rd May 1898.
	Total mileage opened during each year	...	...	...	21½	...	99½	...		(*a*) The Howrah-Kadamtolla section of the Howrah-Amta railway is worked over.
	Total open mileage at the end of each year	51	51	51	72½	72¾	...	172¼		
	Lines owned by native states and worked by companies.									
XCI	The Gaekwar's Dabhoi (2′ 6″)	71½	...	...	...	7¼	...	78¾	XCI	
XCII	Rajpipla (2′ 6″)	...	...	...	...	19	5	24	XCII	
	Total mileage opened during each year	...	...	...	...	26¼	5	...		
	Total open mileage at the end of each year	71¾	71¾	71¾	71¾	97¾	...	102¾		
	Line owned by native state and worked by state railway agency.									
XCIV	Cooch Behar (2′ 6″)	22¼	...	...	...	...	3¼	22¼	XCIV	
	Line owned and worked by native state.									
XCV	Morvi (2′ 6″)	93¾	¼	...	...	...	...	94¼	XCV	
	Total mileage of special gauge railways opened during each year	...	½	...	21½	26¼	107½	...		
	Total open mileage of special gauge railways at the end of each year	266¾	267¼	267¾	288½	315¼	...	420		
	Total mileage of all railways opened during each year	...	363¾	818¼	718¾	743½	1,320½	...		
	Total open mileage of all railways at the end of each year	18,500¾	18,851½	19,677	20,390½	21,156¾	...	22,491		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	Railway.	Mileage open at the end of 1893.	Opened during 1894.	1895.	1896.	1897.	1898.	Mileage open at the end of 1898.	Classification No.	Remarks.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	East Indian	1,613¾	49¼	36	4¾	1¼	5¾	1,712¼	I	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
II	Bengal Central (a)	...	...	...	...	(g) 125	...	125	II	
III	Bengal-Nágpur	861¾	...	...	...	...	206½	1,067½	III	
IV	Indian Midland	677¼	...	1¾	...	...	47¾	727½	IV	(b) Including the Bezwada-Gódávari section of the East Coast State railway.
V	Bhopal-Itárasi (British section)	13	...	...	...	...	...	13	V	
VI	Godhra-Ratlam-Nágdá	25	90¼	...	25¾	...	...	141¼	VI	(c) Excluding the Bezwada-Gódávari section.
VII	Wardha Coal	45	...	..	...	...	...	45	VII	
VIII	Dhond-Manmád	145⅛	...	...	...	...	...	145⅛	VIII	(d) (Bezwada-Gódávari section, East Coast State railway, retransferred to the state for working from the 1st January 1894.
IX	Bezwada extension (East Coast State)	(b) 112¼	(d)—91	...	...	...	...	20¼	IX	
X	Washermenpet-Ennúr section (Bezwada-Madras)	...	...	...	8½	...	...	8½	X	(e) Including the Bezwada-Gódávari section of the East Coast State railway retransferred to the state for working from the 1st January 1894.
	Total mileage opened during each year		48¾	37¾	39	126¼	259¾	...		
	Total open mileage at the end of each year	3,498¾	3,541¾	3,579½	3,614¾	3,743¾	...	4,005½		(f) The metre gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	State lines worked by the State.									
XII	North Western	2,427½	...	45½	236¼	85¾	...	2,817½	XII	(g) Transferred on the 1st January 1897 from "State lines worked by the State."
XIII	Hyderabad-Shadipalli	59	...	...	...	...	...	59	XIII	
XIV	Oudh and Rohilkhand	741	56	...	15¼	...	138¼	950¾	XIV	(h) Transferred to "State lines worked by companies" on the 1st January 1897.
XV	Eastern Bengal	248½	...	...	...	...	9½	263	XV	
	Bengal Central (a)	125	...	...	..	(h)—125	..	...		
XVI	Calcutta Port Commissioners'	6¼	...	...	...	...	...	8½	XVI	(i) Including 2·66 miles laid on the mixed gauge and 0·33 mile on the metre gauge.
XVII	East Coast	(c) 174½	(e) 183	(f) 72¼	73½	38	1¾	(i) 540⅛	XVII	
XVIII	Ennúr-Bezwada section (Bezwada-Madras)	...	...	...	...	...	178¼	178¼	XVIII	
	Total mileage opened during each year	...	239	118	325	—1¼	327¾	...		
	Total open mileage at the end of each year	3,781½	4,019¼	4,143	4,472½	4,489¼	...	4,817½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX E—*contd.* APPENDIX

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	Railway.	Mileage open at the end of 1893.	Opened during					Mileage open at the end of 1898.	Classification No.	Remarks.
			1894.	1895.	1896.	1897.	1898.			
	Standard Gauge—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XIX	Great Indian Peninsula	1,286⅝	...	...	1	...	...	1,288	XIX	
XX	Bombay, Baroda and Central India	460¾	...	...	...	...	...	460¾	XX	
XXI	Madras	839¼	...	...	...	..	...	839¼	XXI	
	Total mileage opened during each year	...	...		1	...	...	...		
	Total open mileage at the end of each year	2,586¾	2,587	2,587	2,588	2,588	...	2,588		
	Assisted companies.									
XXII	Delhi-Umballa-Kalka	161½	...	...	...	...	...	162¼	XXII	
XXIII	Tarkessur	22¼	...	...	...	...	...	22¼	XXIII	
XXIV	Southern Punjab (Delhi-Samásata)	...	...	...	...	399¾	...	399¾	XXIV	
XXV	Tápti Valley	...	...	...		...	36	36	XXV	
	Total mileage opened during each year	...	...	...	...	399¾	36	...		
	Total open mileage at the end of each year	183¾	183¾	183¾	182¾	584½	...	620½		
	Lines owned by native states and worked by companies.									
XXVIII	Khámgaon	7½	...	...	...	...	...	7½	XXVIII	
XXIX	Amráoti	5½	...	...	...	...	...	5½	XXIX	
XXX	Bína-Goona	...	...	72½	...	...	...	71½	XXX	
XXXI	Bhopal-Ujjain	...	...	113½	...	...	...	113½	XXXI	
XXXII	Bhopal-Itársi (Native State section)	44	...	...	...	...	...	44¼	XXXII	
XXXIII	The Nizam's Guaranteed State	332¼	...	...	...	...	...	330¼	XXXIII	
XXXIV	Nágdá-Ujjain	...	...	...	34½	...	...	34½	XXXIV	
XXXV	The Gaekwar's Petlád	13¼	...	...	...	...	...	13½	XXXV	
XXXVI	Kolar Gold-fields	...	10	...	...	...	...	10	XXXVI	
	Total mileage opened during each year	...	10	185½	34½	...	...	...		
	Total open mileage at the end of each year	402½	412½	598½	632½	632¾	...	630½		
	Lines owned by native states and worked by state railway agency.									
XXXVII	Rájpura-Bhátinda	108	...	...	...	...	...	108	XXXVII	
XXXVIII	Jammu and Kashmir (Native State section)	16	...	...	...	...	...	16	XXXVIII	
	Total open mileage at the end of each year	124	124	124	124	124	...	124		
	Total standard gauge mileage opened during each year	...	297¾	341½	399¼	524⅝	623½	...		
	Total standard gauge open mileage at the end of each year	10,572½	10,868½	11,215½	11,614½	12,162	...	12,786		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*contd.*

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	Railway.	Mileage open at the end of 1893.	Opened during 1894.	1895.	1896.	1897.	1898.	Mileage open at the end of 1898.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	METRE GAUGE.									
	State lines worked by companies.									
XL	BENGAL AND NORTH-WESTERN (*a*)—								XL	(*a*) Although for convenience classed amongst state railways, the company's section of this railway is the property of Bengal and North Western Railway Company.
	TIRHOOT SECTION	341¼	...	...	...	...	...	341¼		
	COMPANY'S SECTION	414½	...	...	63½	12⅝	100⅝	586¼		
XLI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	222	9¼	...	...	...	...	231¼	XLI	
XLII	RAJPUTANA-MALWA	1,674	...	...	...	...	...	1,674	XLII	
XLIII	PÁLANPUR-DEESA	17¼	...	...	...	...	...	17¼	XLIII	
XLIV	SOUTHERN MAHRATTA	1,043⅝	...	...	...	...	...	1,042	XLIV	
XLV	GUNTAKAL-MYSORE FRONTIER	119½	...	...	...	...	...	119½	XLV	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA)	296	...	...	...	...	...	296	XLVI	
XLVII	SOUTH INDIAN	1,041½	...	...	...	...	(*f*)—23⅝	1,018	XLVII	
XLVIII	MÁYAVARAM-MUTUPET	...	54	...	...	...	...	54	XLVIII	
XLIX	ASSAM-BENGAL	...	...	129½	150½ (*b*) & (*c*) 886½	74⅝	18½	379¼	XLIX	(*b*) Transferred from "State lines worked by the State."
L	BURMA	...	...	...		1¼	49½	936½	L	(*c*) Including 52¼ miles opened during 1896.
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	63½	129½	1,106½	88⅝	145	...		(*d*) Including 16⅝ miles from Burhwal to Bara Banki, and ½ a mile on the Cawnpore bridge laid on a mixed gauge.
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	5,170¼	5,231⅝	5,361¼	6,468¼	6,550½	...	6,695¼		(*e*) Transferred to "State lines worked by companies."
	State lines worked by the State.									(*f*) Gudur-Nellore section converted to the standard gauge and included with the mileage of the Washermenpet-Ennúr section of the Bezwada-Madras railway.
LI	EASTERN BENGAL— NORTHERN AND BEHAR sections (including the Kaunia-Dharlla, 2'6" gauge, branch)	478½	...	...	...	...	...	478½	LI	
	DACCA SECTION	86	...	...	...	...	...	86		
LII	CAWNPORE-BURHWAL (METRE GAUGE LINE)	...	...	...	(*d*) 34½	45	..	(*d*) 79½	LII	
	BURMA MU VALLEY	730	15½	89	(*e*) 834¼	...	...	...		
	TOTAL MILEAGE OPENED DURING EACH YEAR	...	15½	89	—799¾	45	...	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	1,294½	1,309⅝	1,398⅝	599	644	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	Railway.	Mileage open at the end of 1893.	Opened during 1894.	1895.	1896.	1897.	1898.	Mileage open at the end of 1898.	Classification No.	Remarks.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	METRE GAUGE—*concld.*									
	Assisted companies.									
LIV	Deoghur	4¾	...	...	...	...	...	4¾	LIV	
LVI	Mymensingh-Jámalpur-Jagannathgánj	...	...	...	...	...	33	33	LVI	
LVII	Bohilkund and Kumaon (Company's section)	54	...	...	...	...	...	54	LVII	
LIX	Bengal Dooars	32½	4½	...	...	...	...	36½	LIX	
LX	Dibru-Sadiya	77½	...	...	...	...	...	77½	LX	
LXI	Ledo and Tikak-Margherita-Colliery	...	...	...	...	10	...	7½	LXI	
LXII	Ahmedabad-Parántij	...	...	..	...	54½	...	54½	LXII	
	Total mileage opened during each year	...	4½	...	...	64½	33	...		
	Total open mileage at the end of each year	168½	172¾	172¾	172¾	237¼	...	267¾		
	Lines owned by native states and worked by companies.									
LXIV	The Gaekwar's Mehsána	92¾	...	...	...	...	...	92¾	LXIV	
LXV	Kolhápur	29	...	...	...	...	...	29	LXV	
LXVI	Yesvantpur-Mysore frontier	51½	...	...	...	...	...	51½	LXVI	
LXVII	Mysore-Nanjangúd	15½	...	...	...	...	...	15½	LXVII	
	Total open mileage at the end of each year	188¾	188½	188¼	188¼	188¾	...	188¼		
	Lines owned and worked by native states.									
LXXI	Jodhpore-Bickaneer—								LXXI	
	Jodhpore section Bickaneer section	364	...	...	...	...	42	406		
LXXII	Oodeypore-Chitor	...	...	60½	...	...	...	60¾	LXXII	
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	333½	...	...	...	...	...	(*a*) 334	LXXIII	(*a*) Including 4·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
LXXIV	Jetálsar-Rájkot	46¼	...	...	...	...	...	46¼	LXXIV	
LXXV	Jámnagar	..	...	...	...	54¼	...	(*b*) 54¼	LXXV	(*b*) Including 3·99 miles Bedi Bandar Dock estate siding.
LXXVI	Dhrángadeá	...	...	...	...	...	20¾	20¾	LXXVI	
	Total mileage opened during each year	...	...	60½	...	54¼	62¾	...		
	Total open mileage at the end of each year	744	744¼	804	804	858½	...	922¼		
	Foreign lines.									
LXXVIII	West of India Portuguese	51	...	...	...	...	...	51	LXXVIII	
LXXIX	Pondicherry	7¾	...	...	...	...	...	7¾	LXXIX	
LXXX	Káraikal-Peralam	...	...	...	...	...	14¼	14¼	LXXX	
	Total mileage opened during each year	...	...	...	...	...	14¼	...		
	Total open mileage at the end of each year	58¾	58¾	58¾	58¾	58¾	...	73¼		
	Total metre gauge mileage opened during each year.	...	33	278¾	306¾	252¼	255¼	...		
	Total metre gauge open mileage at the end of each year	7,624¼	7,705½	7,983¾	8,291	8,537	...	8,790¼		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

E—*concld.*

Length of railways open for traffic at the end of the calendar years 1893 and 1898, and progress made in the opening of railways during the calendar years 1894 to 1898.

Classification No.	Railway.	Mileage open at the end of 1893.	Opened during					Mileage open at the end of 1898.	Classification No.	Remarks.
			1894.	1895.	1896.	1897.	1898.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Special gauges.									
	State line worked by the State.									
LXXXII	Jorhát (2′ 0″)	28	...	...	...	...	...	28	LXXXII	
	Assisted companies.									
LXXXIII	Darjeeling-Himalayan (2′ 0″)	51	...	...	...	...	...	51	LXXXIII	
LXXXIV	Bársi Light (2′ 6″)	...	...	...	...	21½	...	21½	LXXXIV	
LXXXV	Howrah-Amta (2′ 0″)	...	...	...	...	...	(*a*) 28½	28½	LXXXV	(*a*) The Indian Railways Act has been applied from 7th October 1898.
LXXXVI	Howrah-Sheakhalla (2′ 0″)	...	...	...	...	...	(*a*) & (*b*) 19½	19½	LXXXVI	(*b*) The Howrah-Kadamtolla section of the Howrah-Amta railway is worked over.
LXXXVII	Tárakeshwar-Magra (2′ 6″)	...	...	...	...	...	(*c*) 31	31	LXXXVII	(*c*) The Indian Railways Act has been applied from 19th May 1896.
LXXXVIII	Tezpur-Balipara (2′ 6″)	...	...	...	...	...	(*d*) 20	20	LXXXVIII	(*d*) The Indian Railways Act has been applied from 3rd May 1898.
	Total mileage opened during each year	...	...	...	...	21½	99	...		
	Total open mileage at the end of each year	51	51	51	51	72½	...	171½		
	Lines owned by native states and worked by companies.									
XCI	The Gáekwar's-Dabhoi (2′ 6″)	71½	...	...	...	7½	...	78½	XCI	
XCII	Rajpipla (3′ 6″)	...	...	...	...	19	...	19	XCII	
	Total mileage opened during each year	...	...	...	...	26½	...	...		
	Total open mileage at the end of each year	71½	71½	71½	71½	97½	...	97½		
	Line owned by native state and worked by state railway agency.									
XCIV	Cooch Behar (2′ 6″)	22½	...	...	...	...	3¼	22¼	XCIV	
	Line owned and worked by native state.									
XCV	Morvi (2′ 6″)	93½	½	...	...	...	...	94¼	XCV	
	Total mileage of special gauge railways opened during each year	...	½	...	...	48	102¼	...		
	Total open mileage of special gauge railways at the end of each year.	266¾	267¼	267¼	267¼	315¼	...	414½		
	Total mileage of all railways opened during each year	...	381½	620¾	706¼	823¾	981	...		(*e*) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.
	Total open mileage of all railways at the end of each year	(*a*) 18,463½	18,841	19,466½	20,172½	21,014¼	...	21,991		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

APPENDIX F. APPENDIX

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
		Miles.	Miles.	
	STANDARD GAUGE.			
	State lines worked by companies.			
I	*East Indian—*			
	Moghal Sarai to Gya	125·48		
	Bárun to Daltonganj, including the colliery branch	78 32		
	Shikohabad to Farukhabad	65·82		
III	*Bengal-Nágpur—*		269·62	
	Kolaghat to Howrah	36·53		
	Khargpur to Midnapore	8·00		
XI	*Agra-Delhi Chord—*		44·53	
	Agra to Delhi	(*a*) 121·16	121·16	(*a*) Commencement of work not yet authorised.
	Total	...	435·31	
	State lines worked by the State.			
XII	*North Western—*			
	Kotri to Hyderabad (Sind)	5·30		
	Lyallpur to Khánewal	105·00		
	Campbellpur Cantonment to Basál (New Pind Sultáni)	25·00		
	Jand to Daud Khel (*a*)	55·00		(*a*) The length between Basál (New Pind Sultáni) and Jand, 16 miles, is a part of the open mileage of the Khusálgarh branch of the North Western State railway.
XIV	*Oudh and Rohilkhand—*		190·30	
	Ghâziabad to Moradabad	87·05		
XV	*Eastern Bengal—*		87·05	
	Panchooria to the Ganges	5·50		
	Shivarampur to Faridpur	7·40		
XVII	*East Coast—*		12·90	
	Rajahmundry to Kovvór	4·55		
			4·55	
	Total	...	294·80	
	Carried over	...	730·11	

F.

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Brought forward	...	730·11	
	Standard gauge—*concld.*			
	Lines worked by guaranteed companies.			
XIX	*Great Indian Peninsula—*			
	Chálisgáon to Dhulia	34·84		
	Jalgaon to Amalner	34·28		
			69·12	
XXI	*Madras—*			
	Calicut to Cannanore	(*a*) 59·71		(*a*) Commencement of work on the first 26 miles authorised.
	Wallajah Road (Arcot) to Ranipet	4·35		
			64·06	
	Total	...	133·18	
	Assisted companies.			
XXIV	*Southern Punjab (Delhi-Samásata)—*			
	Delhi Brewery to Delhi	0·79		
			0·79	
XXV	*Tápti Valley—*			
	Vyára to Amalner	120·34		
			120·34	
XXVI	*South Behar (Luckeeserai-Gya)—*			
	Luckeeserai to Gya	78·83		
			78·83	
XXVII	*Hardwar-Dehra—*			
	Hardwar to Dehra	32·05		
			32·05	
	Total	...	232·01	
	Line owned by native state and worked by company.			
XXX	*Bina-Goona—*			
	Goona to Bárán	73·63		
			73·63	
	Line owned by native state and worked by state railway agency.			
XXXIX	*Ludhiána-Dhuri-Jakhal—*			
	Ludhiána *vid* Dhuri to Jakhal	80·32		
			80·32	
	Total standard gauge	...	1,249·25	

APPENDIX

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.)		Remarks.
		Miles.	Miles.	
	Metre gauge.			
	State lines worked by companies.			
XL	*Bengal and North-Western—*			
	Tirhoot section—			
	Hajeepore to Bachhwara	44·25		
	Garhara to Katihár	116·75		
		161·00		
	Company's section—			
	From a point near Tulsipur to Tulsipur	1·00		
	Azamgarh to Shahganj	34·84		
		35·84		
XLVII	*South Indian—*		196·84	
	Negapatam to Nagore	4·49		
			4·49	
XLIX	*Assam-Bengal—*			
	Badarpur to Makum	318·31		
	Lumding temporary station to permanent station	3·00		
			321·31	
L	*Burma—*			
	Sedaw to the right bank of the Salween river	217·72		
	Meiktila to Mytngyan	57·70		
	Sagaing *vid* Monywa to Alôn	71·00		
			346·42	
	Total	...	869·06	
	State lines worked by the State.			
LI	*Eastern Bengal—*			
	Teesta bridge at Kaunia and approaches	4·87		
	Alipur-Duar to Jhaintt (Cooch Behar-Santrabari extension, British section, 2′ 6″ gauge)	20·08		
			24·95	
LIII	*Shadipalli-Bálotra (British section)—*			(a) Excluding 55·08 miles, Hyderabad-Shadipalli (standard gauge) railway to be converted to the metre gauge.
	Hyderabad (Sind) to Jodhpore frontier	(a)69·06		
			69·06	
	Total	...	94·01	
	Carried over	...	963·07	

F—*contd.*

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Brought forward	...	963·07	
	Metre gauge—*concld.*			
	Assisted companies.			
LV	*Brahmaputra-Sultanpur—*			
	Santahar to Kamarjani near Kaliganj	59·70	59·70	
LVI	*Mymensingh-Jamálpur-Jagannathganj—*			
	Singhjani to Jagannathganj	21·93	21·93	
LIX	*Bengal Dooars—*			
	Mal Bazar to Hantupara	45·66		
	Dam Dim to Bagrakote	6·76		
	Domohani to Lálmanirhát	69·13	121·55	
LXIII	*Nilgiri—*			
	Méttupálaiyam to Coonoor	16·81	16·81	
	Total	...	219·99	
	Lines owned by native states and worked by companies.			
LXVII	*Mysore Nanjangúd—*			
	Nanjangúd station to a point nearer Nanjangúd town	0·55	0·55	
LXVIII	*Birur-Shimoga—*			
	Birur to Shimoga	37·97	37·97	
LXIX	*Hyderabad-Gódávari Valley—*			
	Secunderabad to Manmád	384·28	384·28	
LXX	*Shoranur-Cochin—*			
	Shoranur to Cochin	65·00	65·00	
	Total	...	487·80	
	Lines owned and worked by native states.			
LXXI	*Jodhpore Bickaneer—*			
	Jodhpore section—			
	Bálotra to the Jodhpore frontier	135·00		
	Bickaneer section—			
	Gigasar to Palana	9·50		
	Dulmera to Suratgarh	72·00		
LXXII	*Godeypore-Chitor—*	81·50	216·50	
	Debari to Oodeypore	6·44	6·44	
LXXVII	*Jeypore—*			
	Sánganer to Siwai Mádhopur	72·85	72·85	
	Total	...	295·79	
	Total metre gauge	...	1,966·65	

APPENDIX F—*concld.*

Railways or sections of railways under construction or sanctioned on the 31st March 1899.

Classification No.	Railway and section.	Length in miles. (See also Appendix A.) Miles.	Miles.	Remarks.
	Special gauges.			
	State line worked by company.			
LXXXI	*Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 6″)*—			
	Raipur to Dhamtari	45·46		
	Abhanpur to Rajim	11·22		
			56·68	
	Assisted companies.			
LXXXIV	*Bársi Light (2′ 6″)*—			
	Bársi Road to Pandharpur	33·00		
			33·00	
LXXXIX	*Kalka-Simla*—			
	Kalka to Simla	68·00		
			68·00	
XC	*Ránaghat-Krishnagarh (2′ 6″)*—			
	Ránaghat to Krishnagarh	20·20		
			20·20	
	Total	...	121·20	
	Lines owned by native states and worked by companies.			
XCII	*Rajpipla (2′ 6″)*—			
	Umalla to Nandod	13 34		
			13·34	
XCIII	*Rewah (2′ 6″)*—			
	Rewah to Sutna	31 81		
			31·81	
	Total	...	45·15	
	Line owned by native state and worked by state railway agency.			
XCIV	*Cooch Behar (2′ 6″)*—			
	Cooch Behar town Extension	0·50		
	Cooch Behar to Alipur Duar (Cooch Behar-Santrabari extension, native state section)	11 50		
			12 00	
	Line owned and worked by native state.			
XCVI	*Gwalior Light (2′ 0″)*—			
	Gwalior-Sipri section—			
	Gwalior to Sipri	72 96		
	Gwalior-Bhind section—			
	Gwalior to Bhind	(a) 44·33		
			117·29	(a) Excluding 8·00 miles of His Highness the Maharajah Scindia's private line.
	Total special gauges	...	352 32	
	TOTAL ALL GAUGES	...	3,568·22	
	Steam tramway working outside municipal limits.			
	Calicut (b)—			
	Total open mileage	11·28		(b) Gauge not known.
			11·28	

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	Railway.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	Remarks.
	Standard guage.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
I	East Indian	1,55,25,619	1,58,71,165	1,61,70,000	
II	Bengal Central	2,29,073	2,82,314	2,79,000	
III	Bengal-Nágpur	19,35,037	12,87,495	25,14,000	
IV	Indian Midland	13,78,460	15,33,842	16,71,000	
VI	Godhra-Rutlam-Nándá	2,85,308	3,23,216	3,39,000	
IX	Bezwada extension (East Coast State)	48,205	53,604	36,200	
X	Washermenpet-Ennúr section (Bezvada-Madras)	18,196	13,533	17,400	
	Total	1,94,20,528	2,00,65,169	2,10,26,600	
	State lines worked by the State.				
XII	North Western (*a*)	75,43,057	1,01,31,336	83,93,000	(*a*) Including the Jammu and Kashmir railway (Native state section).
XIII	Hyderabad-Shadipalli	47,364	58,409	67,900	
XIV	Oudh and Rohilkhand (including the metre gauge link)	20,65,318	23,95,640	26,21,000	
XV	Eastern Bengal (*b*)	31,35,833	37,76,504	31,84,000	(*b*) Including the metre and special gauge sections.
XVII	East Coast(*c*)	6,36,506	8,19,025	9,85,000	(*c*) Including the Ennúr-Bezwada section (Bezwada-Madras).
	Total	1,34,28,078	1,71,80,993	1,52,50,900	
	Lines worked by guaranteed companies.				
XIX	Great Indian Peninsula (*d*)	82,43,633	93,76,085	1,13,65,000	(*d*) Including the Wardha Coal, Dhond Manmád, Khámgaon and Amráoti railways.
XX	Bombay, Baroda and Central India	35,78,106	39,72,618	41,36,000	
XXI	Madras	27,88,292	27,13,643	23,67,000	
	Total	1,46,10,031	1,54,62,346	1,78,68,000	
	Assisted companies.				
XXII	Delhi-Umballa-Kalka	3,30,379	5,01,423	3,45,000	
XXIII	Tarkessur	87,386	93,364	85,700	
XXIV	Southern Punjab (Delhi-Samásata)	...	2,29,616	3,00,000	
XXV	Tápti Valley	...	...	21,200	
	Total	4,17,765	8,24,403	7,51,900	
	Lines owned by native states and worked by companies.				
XXX	Bína Goona	30,778	24,943	62,900	
XXXI	Bhopal Ujjain	1,19,139	1,05,827	1,31,000	
XXXII	Bhopal Itársi (Native state section) (*e*)	1,22,055	1,27,803	1,61,000	(*e*) Including the Bhopal-Itársi (British section).
XXXIII	The Nizam's Guaranteed State	9,19,954	9,57,583	9,94,000	
XXXIV	Nágdá-Ujjain	27,255	31,479	28,900	
XXXV	The Gaekwar's Petlád	12,630	5,898	11,500	
XXXVI	Kolar Gold Fields	51,991	52,120	41,100	
	Total	12,83,752	13,05,658	14,33,400	
	Line owned by native state and worked by state railway agency.				
XXXVII	Rájpura-Bhátinda	1,85,440	1,84,726	1,38,000	
	Total standard guage	4,93,45,894	5,50,23,295	5,64,68,800	

APPENDIX G. APPENDIX

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	Railway.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	Remarks.
	METRE GAUGE.	Rs.	Rs.	Rs.	
	State lines worked by companies				
XL	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	14,69,220	17,28,842	18,22,000	
	COMPANY'S SECTION				
XLI	LUCKNOW BAREILLY SECTION (ROHILKUND AND KUMAON)	2,15,317	2,80,252	3,00,000	
XLII	RAJPUTANA-MALWA	48,40,559	50,51,821	60,35,030	
XLIII	PÁLANPUR-DEESA	10,796	7,227	9,400	
XLIV	SOUTHERN MAHRATTA	15,50,754	12,63,501	13,00,000	
XLV	GUNTAKAL-MYSORE FRONTIER	1,21,439	1,19,990	81,400	
XLVI	MYSORE SECTION (SOUTHERN MAHRATTA).	3,89,854	4,08,650	2,23,000	
XLVII	SOUTH INDIAN	21,73,861	19,87,775	19,65,000	
XLVIII	MÁYAVARAM-MUTUPET	61,723	54,559	54,000	
XLIX	ASSAM-BENGAL	2,78,049	3,84,120	4,45,000	
L	BURMA	29,00,244	29,31,930	25,89,000	
	TOTAL	1,40,11,316	1,41,63,667	1,48,23,800	
	Assisted companies.				
LVI	MYMENSINGH-JAMÁLPUR-JAGANNATHGANJ	...	...	16,500	
LVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	98,873	93,023	1,04,000	
LVIII	SEGOWLIE-RAXAUL	...	...	2,100	
LIX	BENGAL DOOARS	53,697	45,266	37,700	
LX	DIBRU-SADIYA	1,88,306	1,99,859	2,31,000	
LXII	AHMEDABAD-PARÁNTÍJ	...	29,748	43,800	
	TOTAL	3,40,876	3,67,896	4,35,100	
	Lines owned by native states and worked by companies.				
LXIV	THE GAEKWAR'S MEHSÁNA	76,913	79,156	87,200	
LXV	KOLHÁPUR	26,326	17,900	29,200	
LXVI	YESVANTPUR MYSORE-FRONTIER	59,969	47,267	32,200	
LXVII	MYSORE-NANJANGÚD	7,525	8,678	3,200	
	TOTAL	1,70,733	1,53,001	1,51,800	
	Lines owned and worked by native states.				
LXXI	JODHPORE-BICKANEER—				
	JODHPORE SECTION	3,19,169	2,76,289	4,52,000	
	BICKANEER SECTION	37,907	22,193	46,000	
LXXII	OODEYPORE-CHITOR	30,470	26,275	40,600	
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	5,43,919	4,10,745	5,17,700	
LXXIV	JETÁLSAR-RÁJKOT	51,189	42,528	50,800	
LXXV	JÁMNAGAR	...	21,271	28,300	
LXXVI	DHRÁNGADRÁ	...	...	18,100	
	TOTAL	9,82,744	7,99,301	11,53,500	
	TOTAL METRE GUAGE	1,55,05,669	1,54,88,865	1,65,64,200	

G—*concld.*

Statement showing the total approximate earnings from the 1st January to the 31st March 1899, as compared with the actuals of the corresponding periods of 1897 and 1898.

Classification No.	Railway.	1st January to 31st March 1897.	1st January to 31st March 1898.	1st January to 31st March 1899.	Remarks.
	Special gauges.	Rs.	Rs.	Rs.	
	State line worked by the State.				
LXXXII	Jorhát (2′ 0″)	24,779	26,484	23,000	
	Assisted companies.				
LXXXIII	Darjeeling-Himalayan (2′ 0″) . .	1,55,717	1,41,769	1,45,000	
LXXXIV	Bársi Light (2′ 6″)	...	43,632	54,000	
	Lines owned by native states and worked by companies.				
XCI	The Gaekwar's Dabhoi (2′ 6″) . .	59,863	44,493	51,100	
XCII	Rajpipla (2′ 6″)	...	2,289	9,300	
	Line owned by native state and worked by State railway agency.				
XCIV	Cooch Behar (2′ 6″)	21,339	19,740	15,900	
	Line owned and worked by native state.				
XCV	Morvi (2′ 6″)	93,411	72,837	1,02,000	
	Total special gauges .	3,55,109	3,50,199	4,00,300	
	Total of all railways .	6,52,06,672	7,08,62,359	7,34,33,300	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	I.—East Indian.				II.—Bengal Central.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.*	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	3,358,600	3,745,184	1,06,83,986	1,26,91,148	16,896	19,834	18,418	18,410
2	Cotton, raw	48,943	41,048	3,32,635	5,93,136	129	90	670	613
3	Cotton, manufactured	86,145	95,077	22,09,331	24,22,095	4,251	2,570	17,021	13,422
4	Drugs and chemicals	5,028	5,708	1,04,010	1,24,444	36	34	328	371
5	Dyes and tans	19,115	23,818	3,86,188	3,94,816	197	509	646	2,256
6	Grain and pulse	1,127,817	897,023	84,90,940	53,62,011	12,544	19,042	22,161	24,058
7	Hides and skins	39,574	30,211	6,37,373	4,81,810	502	548	2,058	2,449
8	Horns	685	775	9,597	9,819	2	...	12	...
9	Jute	99,399	114,529	8,29,797	11,83,867	53,999	21,588	1,80,295	65,736
10	Lac	26,613	21,713	4,07,236	3,22,337	...	6	...	5
11	Leather, manufactured	2,345	2,816	70,799	76,385	49	34	267	255
12	Liquors	5,735	6,492	1,38,265	1,37,765	44	33	332	344
13	Metals	86,152	87,923	9,76,328	10,05,059	928	1,035	4,032	5,029
14	Oils	56,016	62,898	7,05,157	6,11,147	3,669	2,729	9,603	7,355
15	Oil-seeds	329,651	518,514	21,33,388	35,54,600	4,040	3,465	8,454	7,300
16	Opium	10,528	9,077	2,66,780	2,25,300	1	4	10	43
17	Paper and paste-board	8,216	8,983	1,14,949	1,21,243	164	203	1,221	1,625
18	Provisions	180,916	91,355	11,05,368	12,10,361	4,017	4,668	10,717	14,600
19	Railway plant and rolling-stock carried for the public and foreign railways	203,905	138,289	11,97,901	6,35,472	...	...	...	...
20	Salt	262,412	248,202	12,39,620	12,19,839	6,305	4,511	9,931	8,169
21	Saltpetre, &c.	44,386	33,799	4,36,698	3,60,600	2	4	4	16
22	Silk, raw	1,099	890	15,654	13,572	...	...	...	...
23	Silk, piece-goods	120	119	5,175	6,060	...	...	...	...
24	Spices	20,328	22,012	4,17,943	4,65,262	8,325	7,671	23,469	22,739
25	Stone and lime	178,470	203,152	7,58,563	8,87,763	283	617	354	1,432
26	Sugar	169,369	185,153	9,13,495	9,90,238	6,245	3,877	15,533	9,313
27	Tea	1,758	1,579	33,680	28,603	6	4	7	4
28	Timber	247,257	50,645	2,07,927	2,16,446	566	453	2,185	2,000
29	Tobacco	36,819	31,085	4,20,943	3,32,974	1,483	1,064	6,305	4,279
30	Wool, raw	1,384	1,826	20,147	27,876	...	1	...	1
31	Wool, manufactured	2,042	2,053	68,968	68,228	15	3	16	16
32	All other articles of merchandise	340,112	343,757	30,78,736	30,75,960	12,359	7,578	29,924	17,840
	TOTAL	6,700,939	7,030,700	3,89,18,027	3,88,56,186	137,007	96,175	3,63,973	2,29,680

* Revised figures.

H.

the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE.

BY COMPANIES.

III.—Bengal-Nágpur.				IV.—Indian Midland (a).				VI.—Godhra-Ratlam-Nágdá.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
793,824	708,109	359,742	4,53,180	1,501	3,069	5,420	15,493	77	471	230	1,136	1
8,965	15,495	94,537	1,56,521	12,510	18,023	1,34,758	1,88,542	13,774	16,615	94,479	1,06,687	2
11,873	13,373	1,90,038	1,89,787	9,025	14,472	1,70,911	2,89,813	6,439	7,675	55,773	66,686	3
275	234	5,552	4,266	424	512	8,267	10,376	288	326	2,060	2,655	4
10,751	14,175	88,383	1,15,384	3,282	5,117	28,015	39,815	971	978	7,693	7,741	5
157,722	185,071	13,13,673	14,38,114	191,055	153,314	12,36,257	987,464	44,401	39,340	1,43,124	3,36,689	6
5,966	3,548	94,574	51,614	5,867	4,162	73,497	51,617	445	574	2,755	3,410	7
280	280	3,422	2,447	679	155	4,065	1,370	1	1	4	8	8
3,640	5,074	52,595	75,902	3,174	2,888	29,235	26,937	2,717	2,853	11,829	12,575	9
7,989	6,912	43,509	41,414	130	143	1,744	2,288	52	67	227	282	10
174	152	1,609	1,597	282	278	6,401	7,712	51	100	404	917	11
774	777	6,561	6,247	1,221	1,814	19,219	28,062	500	538	2,956	3,321	12
6,004	4,882	34,024	51,434	8,083	8,494	89,473	85,876	3,744	3,283	20,428	17,608	13
6,685	6,136	81,206	75,837	3,644	4,423	33,776	41,140	4,607	3,945	25,966	22,196	14
17,808	48,008	1,26,321	3,44,961	39,729	69,281	3,45,388	5,55,945	18,885	29,035	71,493	1,04,377	15
24	31	889	885	279	248	3,156	2,924	1,366	1,528	19,754	21,967	16
381	397	7,702	6,963	346	309	7,191	6,313	127	136	821	936	17
6,867	7,822	87,981	85,689	19,849	20,031	1,98,342	2,16,640	5,419	5,392	29,084	29,333	18
88,736	71,018	4,10,200	3,90,397	18,885	22,442	81,178	1,22,076	112	2,310	215	4,872	19
41,776	38,803	2,78,196	2,47,420	39,189	39,908	2,76,012	2,88,292	28,223	29,518	1,39,648	1,47,706	20
...	...	...	...	642	382	5,788	4,191	21	19	85	67	21
470	375	7,196	5,828	...	2	17	34	...	...	1	1	22
...	...	...	...	3	2	122	88	1	2	26	16	23
2,917	2,633	64,644	49,785	4,620	3,898	66,936	47,408	2,089	1,370	13,001	9,847	24
12,707	22,089	95,865	1,44,270	17,945	21,716	35,088	35,662	589	841	1,964	1,727	25
9,606	12,687	1,14,037	1,52,055	36,501	44,023	4,16,806	5,13,792	7,699	9,251	42,194	51,726	26
305	216	2,266	1,687	128	382	2,872	5,947	11	10	89	95	27
25,317	24,426	1,10,071	1,05,134	15,971	16,065	39,418	35,876	1,665	1,550	4,447	3,891	28
2,427	2,250	24,360	25,174	3,953	2,765	44,363	31,674	6,421	5,616	53,157	45,035	29
...	...	...	...	142	165	2,345	2,713	4	35	42	319	30
...	...	...	...	173	125	2,700	2,586	27	31	144	177	31
43,296	43,194	2,26,085	2,29,630	28,501	28,721	2,60,304	2,76,646	36,244	36,047	86,806	1,17,216	32
1,267,619	1,238,172	39,70,239	44,53,632	4,62,733	4,87,329	36,29,141	39,25,317	1,86,970	2,49,507	8,30,894	11,21,219	

(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

STANDARD

STATE LINES WORKED

Progressive No.	Description of commodity.	XII.—North-Western (a).				XIII.—Hyderabad-Shadipalli.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	39,020	41,078	1,38,226	1,57,314	25	2	12	1
2	Cotton, raw	48,530	50,902	7,08,282	7,36,523	9,103	9,906	14,970	19,698
3	Cotton, manufactured	42,088	47,596	9,85,996	11,69,509	1,860	1,809	3,835	3,758
4	Drugs and chemicals	8,535	10,694	1,51,725	1,72,785	528	1,594	1,077	2,659
5	Dyes and tans	10,647	11,589	1,33,646	1,34,275	380	421	662	606
6	Grain and pulse	740,171	972,309	49,40,987	95,37,047	34,731	35,913	37,557	37,032
7	Hides and skins	20,389	17,525	2,61,906	2,08,041	823	794	1,330	1,243
8	Horns	360	476	3,797	4,670	2	...	1	...
9	Jute	25,410	31,319	1,80,542	2,17,921	1,371	1,205	1,948	2,034
10	Lac	290	345	3,339	2,928	22	15	45	38
11	Leather, manufactured	2,188	1,988	44,261	45,360	70	96	154	206
12	Liquors	12,075	14,157	1,95,987	2,19,959	143	144	356	312
13	Metals	40,257	43,453	6,37,919	6,60,336	1,170	981	1,199	1,413
14	Oils	20,323	19,449	3,07,144	3,08,641	562	742	922	1,287
15	Oil-seeds	106,315	169,234	7,97,035	13,10,566	11,525	13,232	12,561	13,792
16	Opium	110	103	807	832	4	4	28	24
17	Paper and paste-board	2,332	2,595	36,097	41,217	36	27	53	35
18	Provisions	103,230	90,296	11,67,310	9,88,279	3,751	3,495	6,910	7,741
19	Railway plant and rolling-stock carried for the public and foreign railways.	183,949	48,606	3,79,493	3,11,922	12,374	754	2,558	1,008
20	Salt	96,251	102,479	6,35,611	6,86,501	1,348	1,535	805	941
21	Saltpetre, &c.	7,262	7,974	69,468	72,966	141	265	266	446
22	Silk, raw	348	329	6,152	5,151	35	28	95	68
23	Silk, piece-goods	122	141	2,453	3,581	9	6	17	7
24	Spices	10,457	10,765	1,37,021	1,27,248	338	359	492	419
25	Stone and lime	81,558	164,883	1,33,026	2,35,024	1,287	2,316	327	1,812
26	Sugar	176,116	193,461	16,33,173	20,34,432	3,508	3,881	3,547	3,201
27	Tea	3,416	3,379	66,797	61,981	9	6	8	5
28	Timber	54,688	59,752	1,89,638	1,90,567	403	642	312	972
29	Tobacco	11,791	13,249	1,39,282	1,55,790	362	453	397	509
30	Wool, raw	15,792	16,418	4,77,777	4,73,075	430	531	1,323	1,744
31	Wool, manufactured	2,791	3,172	51,823	60,449	13	18	15	22
32	All other articles of merchandise	259,400	298,148	24,37,222	24,97,653	4,241	3,461	5,565	5,388
	Total	2,126,211	2,447,864	1,71,03,942	2,28,88,543	90,604	84,635	99,847	108,426

(a) Including the Jammu and Kashmir railway (Native state section).

II—*contd.*

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

BY THE STATE.

XIV.—Oudh and Rohilkhand (b).				XV.—Eastern Bengal (c).				XVI.—Calcutta Port Commissioners'.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
17,820	24,173	50,708	74,600	161,016	230,736	1,48,511	2,18,459	14,480	15,569	5,102	5,616	1
7,262	6,700	59,423	52,666	4,805	4,376	18,585	13,639	5,825	2,766	2,999	1,950	2
19,508	25,350	1,49,041	1,90,051	37,635	40,892	3,73,823	4,16,194	15,246	18,022	16,969	19,501	3
1,035	1,965	11,533	19,834	1,327	1,085	12,772	16,723	952	633	840	626	4
4,436	5,450	31,101	39,785	3,710	6,051	24,717	36,061	1,979	3,899	1,508	3,013	5
3,16,051	342,830	13,07,104	15,00,375	223,054	199,458	7,81,525	655,864	100,504	84,608	60,008	51,960	6
6,205	6,719	38,004	38,680	15,270	17,845	79,184	89,239	66	68	66	67	7
594	908	2,672	4,106	138	120	507	556	1	3	...	3	8
8,786	12,110	42,119	62,852	548,726	491,891	40,31,711	38,12,209	358,498	340,451	1,61,846	1,72,284	9
401	439	2,008	1,867	576	855	4,146	5,820	1,591	1,261	1,574	2,999	10
436	534	4,910	5,968	485	509	5,206	5,216	4	7	37	45	11
4,010	4,077	45,822	42,156	1,568	1,668	21,828	22,552	135	118	244	193	12
15,862	17,558	95,648	1,01,241	25,427	25,776	2,31,197	2,13,675	42,754	25,505	14,057	14,154	13
9,941	10,190	58,627	61,620	106,152	107,385	2,16,500	2,27,051	1,165	1,048	1,239	1,411	14
59,252	96,256	2,22,182	3,99,189	53,258	33,936	2,02,246	1,21,929	80,626	82,666	22,763	30,666	15
1,147	1,362	35,502	39,657	9	14	141	230	7,160	5,850	6,482	5,966	16
2,478	3,035	13,794	16,389	3,556	4,568	14,754	12,396	3,701	4,919	3,579	4,229	17
19,395	19,289	1,20,692	1,06,243	18,187	20,717	1,34,413	1,47,500	3,733	4,554	3,656	4,704	18
35,690	18,237	96,668	41,835	13,033	11,305	15,372	18,584	13,325	17,673	286	102	19
79,37	83,983	3,25,667	3,47,667	62,369	63,442	2,65,678	2,83,737	117	130	84	83	20
1,595	1,477	6,421	6,494	66	66	437	454	1,525	2,557	111	1,301	21
1	...	8	...	185	164	1,909	1,558	19	17	55	58	22
6	5	86	82	13	5	245	77	16	8	41	29	23
4,381	5,563	46,706	54,720	20,502	24,218	1,33,104	1,59,079	10,385	10,355	9,047	8,839	24
36,038	31,126	57,980	41,916	10,958	24,287	30,959	46,347	4,376	3,486	1,943	1,717	25
115,927	163,891	4,62,934	6,95,766	30,591	33,019	1,36,376	1,58,064	20,329	20,710	7,779	9,843	26
368	309	4,413	3,408	36,358	36,187	7,79,037	7,90,254	43,906	43,517	7,730	6,419	27
25,064	25,125	87,543	80,480	7,113	5,893	31,433	27,999	3,948	3,233	2,967	2,606	28
7,715	7,919	42,971	48,447	23,077	23,419	2,59,957	2,14,801	1,563	1,153	1,372	1,022	29
148	301	707	1,363	1,434	1,376	17,198	16,795	2,454	2,212	1,710	2,445	30
207	274	2,271	2,689	127	97	1,103	888	14	14	21	12	31
123,298	129,336	4,82,718	5,19,132	111,774	114,768	4,90,037	5,13,242	23,159	14,686	19,060	15,742	32
924,430	1,046,491	39,07,988	46,01,278	1,532,499	1,525,228	84,64,611	82,47,722	763,556	711,698	3,55,175	3,69,005	

(b) Including the Cawnpore-Burhwal railway (metre gauge link).

(c) Including the metre and special gauge sections of the undertaking.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Progressive No.	Description of commodity.	STANDARD							
		State lines worked by the State—concld.				Lines worked by			
		XVII—East Coast (*a*).				XIX.—Great Indian Peninsula (*b*).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	12,904	6,404	10,544	17,240	197,351	228,807	6,86,095	8,66,220
2	Cotton, raw	347	3,947	1,276	13,604	150,445	248,288	34,09,690	60,62,125
3	Cotton, manufactured	7,851	4,903	27,089	21,045	38,046	49,390	8,27,975	11,39,557
4	Drugs and chemicals	346	337	3,015	3,284	24,362	21,904	3,44,704	2,80,968
5	Dyes and tans	5,235	4,662	21,438	22,049	38,587	50,429	3,96,069	5,05,759
6	Grain and pulse	99,872	66,396	3,17,393	1,97,675	391,375	553,052	33,36,194	50,81,924
7	Hides and skins	1,722	1,140	5,883	6,815	19,602	10,671	4,29,744	2,31,993
8	Horns	79	83	458	491	1,172	889	21,574	16,619
9	Jute	3,177	4,197	11,505	22,066	15,457	25,965	2,04,036	3,56,207
10	Lac	35	22	271	138	361	182	5,528	2,654
11	Leather, manufactured	20	60	251	425	2,434	2,136	44,852	40,314
12	Liquors	291	356	2,199	2,371	8,931	9,109	1,42,115	1,46,913
13	Metals	78,721	70,495	1,08,596	1,08,047	37,871	39,666	5,80,864	6,33,699
14	Oils	5,401	5,601	24,325	25,772	50,995	54,803	6,57,222	7,63,466
15	Oil-seeds	24,454	28,269	48,423	74,469	170,152	388,439	17,75,237	40,08,637
16	Opium	25	11	659	182	902	950	38,147	41,219
17	Paper and paste-board	132	143	1,958	1,767	4,061	4,094	90,555	89,142
18	Provisions	10,672	10,497	31,002	37,522	67,908	72,819	9,87,119	9,98,818
19	Railway plant and rolling-stock carried for public and foreign railways	50,051	62,449	1,71,163	2,16,073	31,747	36,814	3,20,635	2,82,692
20	Salt	14,926	20,463	37,758	48,500	154,445	150,837	15,90,805	15,73,733
21	Saltpetre, &c.	24	15	117	96	3,001	2,634	34,514	40,520
22	Silk, raw	...	5	6	38	36	103	1,420	2,443
23	Silk, piece-goods	3	2	83	55	289	175	6,166	3,563
24	Spices	4,118	3,665	15,912	18,396	21,689	21,506	3,75,013	3,51,557
25	Stone and lime	23,466	34,508	9,478	34,940	21,956	25,145	1,10,058	1,01,075
26	Sugar	20,719	16,980	28,762	40,032	73,093	85,217	8,97,971	10,26,915
27	Tea	3	5	51	70	375	659	10,458	14,796
28	Timber	4,925	1,358	12,549	2,634	101,121	95,663	4,15,635	3,51,151
29	Tobacco	1,521	1,559	6,289	6,363	7,565	6,252	1,15,888	92,786
30	Wool, raw	9	14	124	114	447	336	11,976	8,541
31	Wool, manufactured	70	111	735	1,309	991	1,196	19,012	26,635
32	All other articles of merchandise	8,563	13,281	40,691	59,037	118,766	104,454	12,42,456	11,44,579
	Total	379,768	361,938	9,40,068	9,83,719	1,755,633	2,293,634	1,91,30,325	2,62,86,659

(*a*) Including the Ennúr-Bezwada section
(*b*) Including the Wardha Coal, Dhond-
(*c*) Including the Madras-Ennúr section

H—*contd.*

the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Pro-gressive No.
XX—Bombay, Baroda and Central India.				XXI—Madras (c).				XXII—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
46,683	48,713	2,32,812	2,35,896	128,043	170,543	5,68,837	7,53,565	8,708	4,642	11,049	9,788	1
125,842	122,462	13,37,897	12,76,707	11,916	18,097	1,77,214	2,36,067	2,280	2,137	12,264	10,224	2
34,509	39,838	6,48,425	7,41,803	18,656	17,549	2,55 569	2,37,610	3,774	3,604	34,426	32,233	3
2,221	2,169	37,853	40,406	3,401	3,956	34,580	41,384	649	909	5,257	6,696	4
7,417	7,389	1,28,181	1,32,483	24,488	20,378	2,25,046	1,89,602	366	618	3,328	4,863	5
1,64,241	357,723	9,45,757	24,19,289	255,176	186,380	14,99,188	12,51,791	22,955	28,020	66,284	95,470	6
3,181	3,106	45,974	43,137	35,680	25,699	4,44,662	2,94,754	475	454	2,820	2,530	7
107	110	1,875	1,883	147	134	1,510	1,516	5	19	36	111	8
9,449	10,194	98,782	1,04,661	7,007	5,282	66,134	49,443	5,552	7,218	30,065	35,648	9
44	31	454	325	148	121	1,575	1,188	23	19	139	106	10
780	754	14,152	13,002	257	252	5,563	5,786	501	395	4,840	4,071	11
3,495	3,994	43,854	48,210	9,512	8,187	98,013	85,866	3,857	4,251	18,424	18,615	12
41,527	38,980	4,86,764	5,16,120	22,072	13,718	2,21,426	1,60,577	4,891	4,537	28,044	21,891	13
14,215	14,443	1,66,442	1,59,339	19,099	19,455	1,87,852	2,01,117	4,097	1,758	25,748	11,971	14
95,588	128,023	8,75,000	11,30,415	32,314	38,565	1,95,944	2,65,182	1,550	1,118	4,810	4,132	15
1,419	1,589	53,487	60,306	...	...	...	...	38	48	416	397	16
1,112	1,391	17,027	21,040	552	464	9,779	8,175	721	688	4,855	4,818	17
43,911	46,853	4,02,740	4,18,972	65,345	67,876	5,01,438	5,44,715	13,164	9,740	64,437	49,875	18
30,732	62,181	1,12,534	2,00,532	7,933	4,012	7,752	14,204	10,161	63	2,014	321	19
139,135	151,651	4,28,311	4,93,825	54,196	57,689	2,96,654	3,12,163	2,503	2,578	6,112	6,349	20
1,597	1,232	14,032	12,429	212	134	2,169	1,133	581	408	2,050	1,676	21
492	436	14,516	11,048	107	111	2,232	2,197	34	35	405	280	22
68	96	2,437	2,801	73	78	1,988	2,423	3	1	33	20	23
11,065	11,043	1,34,946	1,33,228	20,612	18,716	1,94,360	1,99,373	1,335	1,694	7,489	9,417	24
27,471	29,664	89,385	93,193	54,852	36,770	95,342	83,120	5,864	5,525	16,169	15,361	25
48,545	53,831	6,10,788	6,48,068	33,490	44,658	2,07,233	2,25,256	14,999	19,773	38,423	52,832	26
837	763	11,422	10,274	468	467	10,578	11,447	99	94	767	718	27
33,618	34,618	2,70,395	2,36,551	122,593	115,873	4,92,261	4,44,788	1,198	533	4,449	1,793	28
18,989	18,305	1,38,963	1,40,399	13,674	13,622	1,22,569	1,25,236	1,180	1,283	8,273	9,497	29
4,982	5,196	1,10,280	1,16,202	558	543	7,275	6,428	254	301	1,834	2,555	30
357	554	8,115	12 329	634	966	9,399	15,187	178	215	1,593	1,885	31
251,806	283,545	12,77,465	14,51,824	74,629	63,212	7,23,383	6,59,554	32,950	36,254	1,53,893	1,82,719	32
1,170,635	1,480,876	68,11,015	1,08,72,197	1,017,949	9,58,557	66,68,525	64,36,552	144,945	138,132	5,90,746	5,98,862	

(Bezwada Madras).
Manmád, Khámgaon, and Amráoti railways.
(Bezwada Madras) and the Kolar Gold-fields railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

Progressive No.	Description of commodity.	STANDARD — ASSISTED COMPANIES							
		XXIII.—Tarkessur.				XXIV—Southern Punjab (Delhi-Samásata).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year. (a)	1898.	Previous year. (a)	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	2,328	2,660	859	1,153	1,011	5,939	1,635	7,496
2	Cotton, raw	2	1	4	2	878	5,292	7,460	25,429
3	Cotton, manufactured	127	129	246	239	98	1,136	1,046	5,889
4	Drugs and chemicals	9	25	24	67	42	223	704	1,193
5	Dyes and tans	21	15	36	26	60	1,069	441	4,738
6	Grain and pulse	8,699	5,558	11,596	7,270	3,903	85,282	14,542	4,02,337
7	Hides and skins	21	25	33	37	47	338	258	1,733
8	Horns	11	1	14	1	1	5	11	29
9	Jute	2,349	2,167	3,259	3,000	125	2,140	540	9,993
10	Lac	2	...	5	...	...	9	2	39
11	Leather, manufactured	...	...	...	...	19	157	491	765
12	Liquors	...	1	3	3	13	101	312	473
13	Metals	162	202	217	240	356	2,812	2,243	13,323
14	Oils	797	882	976	1,227	69	364	339	1,783
15	Oil-seeds	1,271	1,311	1,250	1,216	1,645	50,406	8,124	2,39,190
16	Opium	...	...	1	...	...	8	2	41
17	Paper and paste-board	3	4	4	6	5	36	62	191
18	Provisions	2,036	3,145	2,613	4,108	464	5,249	4,723	25,087
19	Railway plant and rolling-stock carried for the public and foreign railways	...	...	...	...	5	204	43	948
20	Salt	1,075	1,602	1,072	1,062	201	1,608	633	7,159
21	Saltpetre, &c.	24	125	29	143	194	1,794	666	9,124
22	Silk, raw	...	...	...	...	...	1	...	5
23	Silk, piece-goods	...	...	...	...	...	...	...	...
24	Spices	102	114	184	194	33	363	216	1,990
25	Stone and lime	738	899	263	363	108	2,181	294	8,183
26	Sugar	395	528	372	507	316	12,293	3,483	57,534
27	Tea	...	...	...	...	1	6	7	31
28	Timber	193	171	150	155	429	3,320	1,021	14,873
29	Tobacco	47	41	88	85	62	501	321	2,282
30	Wool, raw	2	3	4	5	96	1,078	1,649	5,174
31	Wool, manufactured	...	4	3	6	5	102	46	508
32	All other articles of merchandise	5,010	4,732	6,036	5,616	2,370	17,298	10,429	77,574
	Total	25,424	23,805	29,341	26,731	13,056	2,01,320	61,748	9,25,099

(a) From 10th November to 31st December 1897.

H—*contd.*

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

—concld.				LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								Progressive No.
XXV.—Tápti Valley.				XXXIII.—The Nizam's Guaranteed state (b)				XXXIV.—Nágdá-Ujjain.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
	Tons.		Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
	...		...	317,189	342,956	12,71,671	13,80,052	77	468	55	266	1
	...		...	556	484	4,855	4,463	3,925	3,986	10,285	10,717	2
	20		45	4,447	4,918	62,014	71,672	1,333	1,818	3,941	5,848	3
	1		2	812	1,003	8,522	9,560	8	18	29	57	4
	2		6	2,466	2,790	18,122	22,147	91	87	267	257	5
	60		113	93,344	81,763	4,75,527	4,92,752	6,251	14,616	11,203	23,167	6
	...		...	4,356	2,583	36,386	22,660	147	172	397	454	7
	...		...	193	233	1,833	2,200	...	...	...	...	8
	4		10	1,840	2,350	12,219	18,751	164	238	378	548	9
	...		...	25	15	282	229	11	13	28	36	10
	...		2	153	111	1,768	1,427	...	8	2	27	11
	...		2	3,144	2,654	21,507	19,399	3	1	6	5	12
	2		8	4,463	4,664	47,025	45,530	611	434	1,360	931	13
	5		11	3,956	4,230	30,141	32,486	637	374	1,460	816	14
	63		92	25,080	59,964	1,24,996	3,13,153	639	1,065	1,063	1,611	15
	...		...	28	10	1,216	481	404	471	1,740	2,056	16
	...		...	479	580	5,446	6,386	32	22	131	67	17
	17		36	9,573	9,725	91,548	93,210	379	332	816	759	18
	...		...	927	2,814	9,454	8,995	8,654	1,605	13,197	919	19
	...		...	27,490	29,413	1,35,808	1,45,980	4,992	13,937	8,474	24,271	20
	...		...	829	672	6,375	5,215	...	2	2	5	21
	...		...	2	...	32	1	...	...	...	...	22
	...		...	...	1	11	22	...	...	...	...	23
	7		13	4,562	4,195	48,226	33,366	168	188	346	402	24
	6		20	8,364	7,388	34,983	34,422	38	32	74	65	25
	29		45	3,445	5,303	25,932	39,374	2,154	2,929	4,778	6,342	26
	...		...	62	52	791	720	...	...	...	1	27
	1		1	17,763	25,007	73,730	96,340	154	88	239	183	28
	1		2	1,830	1,536	27,204	21,909	697	498	2,042	1,773	29
	...		...	56	50	732	649	15	1	45	2	30
	...		...	188	235	2,032	2,856	5	1	18	9	31
	640		1,460	15,862	14,838	1,12,657	1,04,335	3,075	2,324	5,531	17,728	32
	858		1,868	553,489	612,537	26,98,075	30,30,867	34,664	45,728	67,902	98,822	

Opened for traffic on the 1st December 1898.

Opened for traffic on the 1st December 1898.

(b) Including the Bezwada extension (East Coast State).

APPENDIX .

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Progressive No.	Description of commodity.	STANDARD GAUGE—*concld.*							
		Lines owned by native states and worked by companies—*concld.*				Line owned by native state and worked by state railway agency.			
		XXXV.—The Gaekwar's Petlád.				XXXVII.—Rájpura-Bhatinda.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways	...	2	...	4	1,326	2,747	1,891	4,518
2	Cotton, raw	875	653	963	1,152	338	725	1,330	4,360
3	Cotton, manufactured	714	885	896	1,113	619	659	2,548	2,994
4	Drugs and chemicals	143	51	117	57	194	208	922	1,080
5	Dyes and tans	42	54	52	61	291	324	1,315	1,521
6	Grain and pulse	4,177	2,067	3,499	2,589	46,264	56,708	1,42,978	1,35,489
7	Hides and skins	44	49	52	59	195	270	504	645
8	Horns	...	...	...	...	6	1	14	3
9	Jute	130	136	129	141	1,187	1,609	4,782	6,166
10	Lac	1	...	1	1	7	31	36	186
11	Leather, manufactured	9	10	11	11	119	80	834	554
12	Liquors	23	37	37	58	104	131	692	1,234
13	Metals	175	174	169	178	1,617	2,900	5,774	13,467
14	Oils	120	144	113	145	355	588	906	2,582
15	Oil-seeds	178	115	120	96	6,378	10,017	15,908	19,597
16	Opium	...	...	...	...	37	34	450	392
17	Paper and paste-board	7	...	7	...	93	48	425	165
18	Provisions	288	431	307	430	4,637	3,932	12,738	11,287
19	Railway plant and rolling-stock carried for the public and foreign railways	...	...	...	...	3,907	1,887	4,298	2,157
20	Salt	856	908	1,224	1,234	1,793	2,118	2,338	3,461
21	Saltpetre, &c.	...	7	...	7	366	218	1,186	1,850
22	Silk, raw	...	...	...	1	12	11	53	103
23	Silk, piece-goods	...	...	...	...	...	4	3	9
24	Spices	128	381	122	356	1,104	1,411	1,721	2,297
25	Stone and lime	751	1,052	645	750	12,144	7,688	7,142	4,499
26	Sugar	462	618	702	598	13,505	17,567	41,912	42,667
27	Tea	...	2	...	2	12	10	56	50
28	Timber	967	931	857	793	4,892	4,102	14,698	11,199
29	Tobacco	8,124	7,744	8,565	8,225	320	285	623	595
30	Wool, raw	15	15	29	28	74	36	495	164
31	Wool, manufactured	...	8	...	12	94	160	492	529
32	All other articles of merchandise	3,510	2,607	11,430	7,593	13,585	11,504	35,599	32,987
	Total	21,759	19,081	30,047	25,694	115,575	1,28,113	3,04,613	3,08,827

H—*contd.*

the standard and metre gauge railways during the year 1898, as compared with the previous year.

METRE GAUGE.												
STATE LINES WORKED BY COMPANIES.												
XL.—Bengal and North-Western—Tirhoot section. Company's section.				XLII.—Rajputana-Malwa.				XLIII.—Pálanpur-Deesa.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
35,089	34,861	63,539	52,526	19,764	20,264	71,240	65,448	...	4	...	1	1
770	880	9,895	9,064	70,988	58,149	10,00,642	7,66,882	2	5	9	8	2
19,178	23,094	1,51,924	1,81,556	34,019	43,136	7,97,494	10,84,831	434	488	731	805	3
1,402	1,861	12,329	14,239	2,012	1,909	37,937	39,582	10	12	21	23	4
4,151	5,519	33,697	45,718	8,312	8,111	1,32,889	1,46,262	282	186	416	220	5
333,688	280,200	9,49,387	10,53,030	426,906	5,71,238	29,30,588	42,45,284	6,706	4,084	7,518	4,262	6
7,315	7,692	37,028	42,933	7,124	5,735	82,357	70,946	79	103	71	96	7
23	88	210	486	119	78	1,273	837	1	2	2	1	8
8,868	11,952	44,047	64,422	17,753	20,700	1,36,795	1,69,316	260	199	264	226	9
1,001	1,066	3,630	4,021	544	399	6,960	4,468	9	...	10	2	10
423	334	3,114	2,704	945	1,137	15,912	14,414	20	14	37	23	11
514	454	5,907	5,836	3,204	3,457	38,495	43,411	220	220	313	214	12
10,634	9,577	57,406	47,422	28,299	28,364	3,42,941	3,60,877	273	334	296	422	13
9,483	9,708	32,054	30,374	10,195	8,592	81,707	72,544	82	106	76	92	14
107,420	161,485	3,75,704	5,73,534	117,994	139,946	5,72,833	7,76,082	4,658	5,778	5,252	5,274	15
346	560	5,497	8,287	3,225	3,184	37,865	33,865	...	...	...	...	16
267	160	1,925	948	1,213	1,990	18,232	27,434	1	2	3	5	17
9,666	15,714	47,367	70,430	47,974	53,681	3,86,773	420,904	1,982	1,956	1,911	1,800	18
378	341	3,154	806	18,398	16,219	51,250	72,395	6	5	2	1	19
69,043	72,421	1,88,320	1,94,759	205,326	209,173	19,04,525	19,50,765	406	401	512	509	20
15,475	12,391	48,605	36,688	12,901	9,611	82,743	63,273	64	3	57	4	21
19	22	196	135	290	247	18,231	13,956	...	...	...	...	22
...	...	...	...	46	65	2,879	3,652	..	...	...	...	23
5,330	6,046	35,370	43,320	15,889	15,736	1,72,249	1,75,545	135	200	233	263	24
7,845	8,284	12,041	14,355	26,315	24,149	88,953	92,490	329	126	351	156	25
23,685	47,213	89,666	2,07,190	125,049	152,590	12,48,577	15,96,860	1,927	2,017	2,534	3,188	26
65	13	406	110	830	761	19,816	17,706	6	5	9	10	27
3,630	6,034	11,801	18,162	24,429	22,344	1,05,799	91,616	418	319	438	299	28
21,987	17,731	1,49,433	1,25,203	15,449	15,477	1,50,553	1,59,777	324	359	471	563	29
63	59	554	647	6,438	6,639	1,06,041	1,03,909	116	130	328	226	30
125	173	1,167	1,249	651	896	17,614	29,009	2	4	3	12	31
59,477	54,470	1,77,957	1,91,478	116,058	133,944	8,88,624	11,92,582	1,467	1,304	6,735	4,981	32
758,310	790,393	25,53,160	30,42,132	1,368,359	1,578,421	1,15,50,987	1,39,06,922	20,269	18,366	28,633	28,626	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

METRE

STATE LINES WORKED

Progressive No.	Description of commodity.	XLIV.—Southern Mahratta (a).				XLVII.—South Indian (b).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	6,349	4,072	30,329	18,445	11,646	13,145	17,921	17,596
2	Cotton, raw	47,590	55,368	2,76,890	2,86,085	15,245	16,532	90,738	98,922
3	Cotton, manufactured.	18,146	19,547	2,32,020	2,27,646	19,702	18,604	2,27,137	2,03,694
4	Drugs and chemicals	1,966	1,950	23,656	19,472	2,072	2,379	21,048	23,747
5	Dyes and tans	28,474	34,173	1,38,232	1,41,163	12,754	12,053	1,03,444	1,01,235
6	Grain and pulse	320,678	231,634	23,25,927	12,05,395	275,332	206,544	8,96,192	7,68,699
7	Hides and skins	9,190	6,803	72,748	51,526	9,244	10,089	91,433	95,157
8	Horns	333	303	3,139	3,416	84	153	602	1,047
9	Jute	9,127	10,629	71,598	64,366	7,836	6,318	46,832	40,115
10	Lac	30	25	234	232	221	148	1,512	1,093
11	Leather, manufactured	521	445	4,992	4,564	63	84	827	1,022
12	Liquors	9,330	9,409	57,777	60,870	4,266	3,256	30,149	25,684
13	Metals	17,904	17,680	1,56,104	1,52,544	13,583	13,427	1,21,016	1,27,540
14	Oils	25,512	30,002	1,80,906	2,02,457	19,880	19,200	1,27,023	1,34,320
15	Oil-seeds	27,076	47,121	1,50,974	2,77,855	27,133	24,675	1,12,237	1,11,018
16	Opium	6	4	93	202	...	...	...	...
17	Paper and paste-board	656	557	9,577	8,085	825	925	12,977	15,431
18	Provisions	49,142	48,537	3,28,706	3,23,820	29,180	26,803	1,67,378	1,48,882
19	Railway plant and rolling-stock carried for the public and foreign railways.	1,079	3,830	6,091	26,249	29,778	8,721	80,061	19,608
20	Salt	51,523	48,726	4,06,538	3,64,332	37, 96	61,490	2,48,318	2,23,700
21	Saltpetre, &c.	449	446	3,015	3,152	370	392	1,956	1,852
22	Silk, raw	213	253	4,345	3,200	51	32	1,096	621
23	Silk, piece-goods	2	...	58	15	4	27	61	227
24	Spices	35,366	31,538	2,85,758	2,42,059	18,421	17,141	1,52,695	1,41,360
25	Stone and lime	22,230	31,846	48,474	46,793	103,305	108,363	1,29,227	1,23,592
26	Sugar	44,219	48,542	2,37,629	2,53,124	54,588	60,567	3,06,592	3,57,635
27	Tea	64	62	1,112	1,135	472	748	2,496	3,881
28	Timber	48,749	48,262	1,35,414	1,07,232	60,922	63,603	1,06,766	97,997
29	Tobacco	9,416	9,196	63,212	63,528	7,427	7,426	41,274	43,311
30	Wool, raw	176	201	2,737	2,556	208	190	2,872	2,372
31	Wool, manufactured	818	704	10,415	8,528	245	264	3,780	4,374
32	All other articles of merchandise	106,883	57,355	4,43,788	3,67,731	113,578	114,643	6,27,516	7,11,107
	Total	893,217	799,275	57,11,788	45,37,797	905,534	817,942	37,73,176	36,52,339

(a) Including the Guntakal-Mysore frontier, Mysore section
(b) Including the Pondicherry

H—*contd.*

the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE—contd.

BY COMPANIES—concld.

XLVIII.—Máyavaram-Mutupet.				XLIX.—Assam-Bengal.				L.—Burma.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
87	111	64	48	5,109	5,695	12,419	13,139	958	316	652	398	1
1	6	4	12	729	340	3,215	2,407	578	751	5,007	5,756	2
635	663	2,126	1,712	1,492	1,641	11,145	11,463	7,145	8,361	91,280	1,10,632	3
172	154	419	352	111	111	1,253	1,336	307	239	7,307	6,151	4
190	163	373	268	66	86	257	461	2,148	1,361	18,361	11,656	5
26,501	20,416	19,323	21,553	10,830	22,193	46,390	90,731	410,830	444,082	20,22,058	21,42,828	6
99	118	262	271	159	196	1,027	1,435	1,372	1,533	11,816	14,531	7
3	3	12	10	1	1	5	9	37	26	590	334	8
381	598	1,216	1,036	3,174	4,019	8,333	11,406	5,590	6,041	26,411	28,270	9
15	14	16	16	247	1	738	5	568	437	4,594	4,134	10
1	2	4	4	30	35	274	343	180	128	4,004	2,860	11
35	31	155	95	167	213	2,141	2,650	2,102	2,275	23,359	23,517	12
1,121	594	2,615	1,250	2,066	1,796	16,332	15,992	6,106	9,771	53,704	59,915	13
1,084	1,546	2,761	3,077	564	1,337	3,076	5,045	9,190	10,362	70,999	75,202	14
1,498	1,194	1,605	1,242	1,185	250	4,716	1,131	4,253	4,621	22,050	21,012	15
...	...	...	...	...	...	1	2	14	9	417	293	16
119	127	401	322	61	32	391	231	263	342	4,379	5,742	17
924	1,292	1,363	1,556	3,174	4,371	18,678	28,660	52,180	54,418	3,88,630	4,31,754	18
3,935	32	2,838	32	6	...	22	...	5,856	427	33,357	1,598	19
1,473	1,082	1,237	800	2,911	4,334	5,837	11,104	13,672	14,475	82,628	82,716	20
3	4	14	6	9	13	51	84	11	5	117	64	21
...	1	2	2	5	...	27	...	157	201	4,093	5,808	22
1	10	1	7	1	...	9	2	18	18	549	430	23
2,969	2,496	6,037	5,320	695	1,141	3,995	7,431	7,434	10,216	90,936	1,47,249	24
8,424	13,942	4,518	9,059	514	419	1,345	1,383	29,508	22,722	44,833	36,360	25
1,236	968	1,623	1,251	1,792	3,019	7,524	12,277	10,781	13,343	72,303	87,303	26
1	1	3	2	4,230	6,380	44,654	72,471	94	123	1,695	2,107	27
1,140	545	1,195	522	295	306	1,612	1,489	87,311	92,932	2,68,527	3,02,383	28
63	55	83	75	393	294	2,373	1,822	3,253	3,422	24,205	26,298	29
...	...	...	...	...	..	8	...	22	8	149	137	30
...	...	1	2	25	26	285	354	150	229	2,497	4,146	31
7,385	7,397	13,681	11,923	5,051	6,977	43,738	42,709	103,664	135,352	3,32,823	3,91,173	32
60,046	53,565	63,952	61,825	45,132	65,726	2,42,371	3,37,572	765,757	838,646	37,04,330	40,33,257	

(Southern Mahratta) Kolhápur, Yesvantpur-Mysore frontier and Mysore-Nanjangúd railways.
railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

METRE

ASSISTED COM

Progressive No.	Description of commodity.	LVI.—Mymensingh-Jamálpur-Jagannathganj.				LVII.—Rohilkund and Kumaon (Company's section) (a)				LIX.—Bengal-Dooars.			
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
			Tons.		Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	Opened for traffic on the 18th October 1898.	Information not received.	Opened for traffic on the 18th October 1898.	Information not received.	158	122	277	171	493	720	1,695	2,761
2	Cotton, raw					8	36	38	219	...	...	...	...
3	Cotton, manufactured					2,570	3,421	14,010	18,792	88	78	569	481
4	Drugs and chemicals					185	274	1,475	2,488	28	20	195	136
5	Dyes and tans					2,434	1,604	11,248	7,914	5	...	34	...
6	Grain and pulse					55,964	90,305	1,25,761	1,92,484	8,208	3,813	37,261	16,667
7	Hides and skins					591	902	1,966	3,393	84	69	311	308
8	Horns					29	53	173	312	...	...	...	...
9	Jute					1,560	2,576	5,706	9,909	106	61	511	254
10	Lac					93	120	468	539	...	...	...	...
11	Leather, manufactured					73	99	548	663	2	...	11	...
12	Liquors					1,161	1,180	8,084	7,870	79	41	637	315
13	Metals					1,966	2,216	10,864	13,224	2,055	1,466	14,596	10,552
14	Oils					1,235	1,445	4,449	5,112	281	240	1,856	1,573
15	Oil-seeds					10,614	19,250	33,589	51,427	45	36	195	158
16	Opium					172	108	1,184	716	...	...	...	...
17	Paper and paste-board					30	27	213	210	3	3	21	18
18	Provisions					6,667	5,639	53,390	42,793	256	304	1,749	2,016
19	Railway plant and rolling-stock carried for the public and foreign railways.					6,580	8,304	23,823	32,988	51	...	58	...
20	Salt					10,621	11,512	25,417	29,640	459	307	2,120	1,370
21	Saltpetre, &c.					109	115	308	352	...	...	...	...
22	Silk, raw					...	...	...	...	...	...	...	...
23	Silk, piece-goods					...	...	...	...	...	...	...	...
24	Spices					635	754	3,093	4,294	26	10	169	44
25	Stone and lime					2,323	7,648	3,796	8,916	202	241	1,023	1,150
26	Sugar					14,327	24,303	43,370	75,653	207	116	1,348	759
27	Tea					247	258	3,624	3,347	12,659	12,963	1,15,482	1,18,884
28	Timber					13,111	18,071	46,845	52,508	472	291	2,086	1,198
29	Tobacco					1,201	1,454	5,760	8,049	84	69	244	180
30	Wool, raw					29	115	324	791	...	...	...	...
31	Wool, manufactured					63	57	349	385	...	...	...	...
32	All other articles of merchandise.					40,896	48,329	1,06,474	1,24,319	3,381	4,414	22,372	28,038
	TOTAL	...	...	...	...	175,652	250,297	5,36,471	6,99,478	29,274	25,262	2,04,543	1,86,882

(a)—Including the Lucknow-

H—*contd.*

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

GAUGE.

PANIES—concld.

LX.—Dibru-Sadiya.				LXII.—Ahmedabad-Parántij.				Line owned by native state and worked by company. LXIV.—The Gaekwar's Mehsána.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
180,301	190,607	3,13,789	3,32,880	...	...	...	...	1	5	2	8	1
...	...	...	...	1	508	2	2,691	912	729	3,075	1,551	2
160	164	2,595	2,769	267	577	879	2,201	1,607	2,016	3,596	4,506	3
30	35	523	631	6	27	19	100	41	36	91	70	4
...	...	...	...	124	234	474	903	304	274	482	539	5
15,141	16,104	1,06,757	1,10,638	5,661	8,055	12,410	16,660	34,827	39,915	61,863	66,477	6
...	...	...	...	30	60	96	199	145	136	259	253	7
...	...	...	...	...	3	...	10	3	6	5	9	8
...	...	...	...	106	227	310	694	804	840	1,266	1,322	9
...	...	...	...	49	2	128	10	2	1	5	1	10
...	...	...	...	...	42	...	131	45	50	92	110	11
147	176	1,458	1,572	6	10	28	37	5	5	12	10	12
2,707	2,103	29,813	19,963	186	454	529	1,462	1,147	1,106	1,543	1,715	13
1,420	2,895	5,923	10,596	89	167	212	482	1,162	947	2,390	1,998	14
...	...	...	...	603	2,903	1,154	6,359	27,567	22,716	27,978	30,193	15
...	...	...	...	2	3	5	30	9	8	67	40	16
...	...	...	...	6	7	20	35	12	43	25	62	17
572	652	6,192	6,615	343	543	835	1,675	2,238	2,900	4,038	5,272	18
...	...	...	...	25	46	3	155	477	1,580	463	1,243	19
394	401	3,240	3,384	1,112	2,707	2,793	7,035	23,215	25,657	35,392	38,886	20
...	...	...	...	3	6	9	17	147	138	350	180	21
...	...	...	...	...	...	...	...	17	6	44	18	22
...	...	...	...	...	...	...	1	3	...	7	2	23
...	...	...	...	175	477	409	1,073	362	498	710	1,140	24
3,135	1,321	5,695	4,096	603	1,666	678	3,669	1,684	2,215	3,857	4,507	25
285	356	2,554	2,960	379	1,062	1,008	3,336	6,373	8,030	10,843	14,713	26
6,365	7,526	57,263	61,691	..	5	...	4	24	10	32	29	27
3,423	3,586	17,056	17,532	111	536	200	1,039	5,466	6,238	6,905	9,072	28
...	...	...	...	159	363	374	1,074	522	361	954	722	29
...	...	...	...	6	39	28	179	105	57	280	175	30
...	...	...	...	...	...	...	...	2	1	6	4	31
7,469	7,123	39,367	33,625	2,307	10,689	4,891	17,584	6,370	7,650	26,214	19,456	32
221,549	233,049	5,92,225	601,952	12,359	31,418	27,494	68,795	115,598	124,174	1,92,846	2,04,292	

Bareilly section.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom

METRE

LINES OWNED AND WORKED BY

Progressive No.	DESCRIPTION OF COMMODITY.	LXXI.—JODHPORE-BIKANEER.								LXXII—Oodeypore-Chitor.			
		Jodhpore section.				Bikaneer section.							
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	284	206	1,835	739	252	183	748	355	...	...	...	...
2	Cotton, raw	155	133	2,259	1,652	8	18	72	149	879	743	3,242	4,201
3	Cotton, manufactured	2,383	2,596	20,255	21,939	217	305	1,166	1,559	677	712	2,905	4,950
4	Drugs and chemicals	70	86	684	916	6	10	39	72	35	44	137	310
5	Dyes and tans	440	515	3,651	4,100	36	44	203	218	151	143	632	911
6	Grain and pulse	39,786	53,488	2,26,841	2,78,921	18,935	19,110	36,983	38,706	1,562	2,194	3,168	8,152
7	Hides and skins	623	423	4,368	2,954	81	46	373	203	100	137	281	558
8	Horns	...	...	...	2	...	...	...	...	3	1	13	6
9	Jute	1,074	1,047	8,719	7,764	229	213	694	750	117	120	227	399
10	Lac	62	44	554	359	7	8	34	40	13	21	30	100
11	Leather, manufactured	178	244	1,760	1,561	7	6	34	31	7	5	33	23
12	Liquors	11	18	236	272	4	4	31	36	9	8	89	96
13	Metals	4,106	3,119	11,926	13,432	117	193	494	976	373	382	1,288	2,051
14	Oils	324	417	2,486	3,606	78	151	318	519	131	123	320	589
15	Oil-seeds	1,130	1,161	5,507	5,721	164	315	447	794	680	813	1,005	1,895
16	Opium	95	76	1,237	930	11	16	78	119	38	58	187	476
17	Paper and paste-board	73	89	556	654	11	28	43	81	24	37	99	232
18	Provisions	3,015	3,122	22,671	24,022	811	751	2,960	2,691	568	616	1,604	2,929
19	Railway plant and rolling-stock carried for the public and foreign railways.	4,306	552	22,249	3,549	4,051	...	5,159	...	4	92	3	78
20	Salt	17,704	17,799	95,960	97,695	121	182	259	397	990	917	2,480	3,502
21	Saltpetre, &c.	346	305	2,382	2,045	74	116	228	310	38	79	104	270
22	Silk, raw	...	...	...	...	...	...	...	...	...	...	2	...
23	Silk piece-goods	...	...	7	2	...	1	...	4	...	...	3	5
24	Spices	688	1,151	6,441	10,557	205	314	965	1,435	324	183	757	742
25	Stone and lime	5,477	7,125	5,655	18,328	1,392	6,661	3,246	15,496	2,643	505	2,907	1,468
26	Sugar	11,243	13,955	78,552	1,07,953	1,391	2,026	4,356	6,289	1,118	1,465	2,946	6,082
27	Tea	2	3	22	23	1	...	9	1	2	...	8	4
28	Timber	1,502	1,057	9,143	7,478	173	298	561	954	56	64	148	324
29	Tobacco	1,248	1,277	9,118	9,663	151	146	718	611	472	477	1,402	2,083
30	Wool, raw	2,138	2,268	16,180	16,644	99	98	383	555	55	63	226	383
31	Wool, manufactured	193	123	1,929	1,655	36	45	201	269	1	1	8	9
32	All other articles of merchandise.	5,520	6,764	33,599	40,662	4,335	2,738	4,335	6,473	1,093	1,051	5,306	7,728
	TOTAL	1,04,241	1,19,163	6,06,782	6,85,798	33,003	34,027	65,177	80,093	12,163	11,054	31,630	50,556

H—*concld.*

on the standard and metre gauge railways during the year 1898, as compared with the previous year.

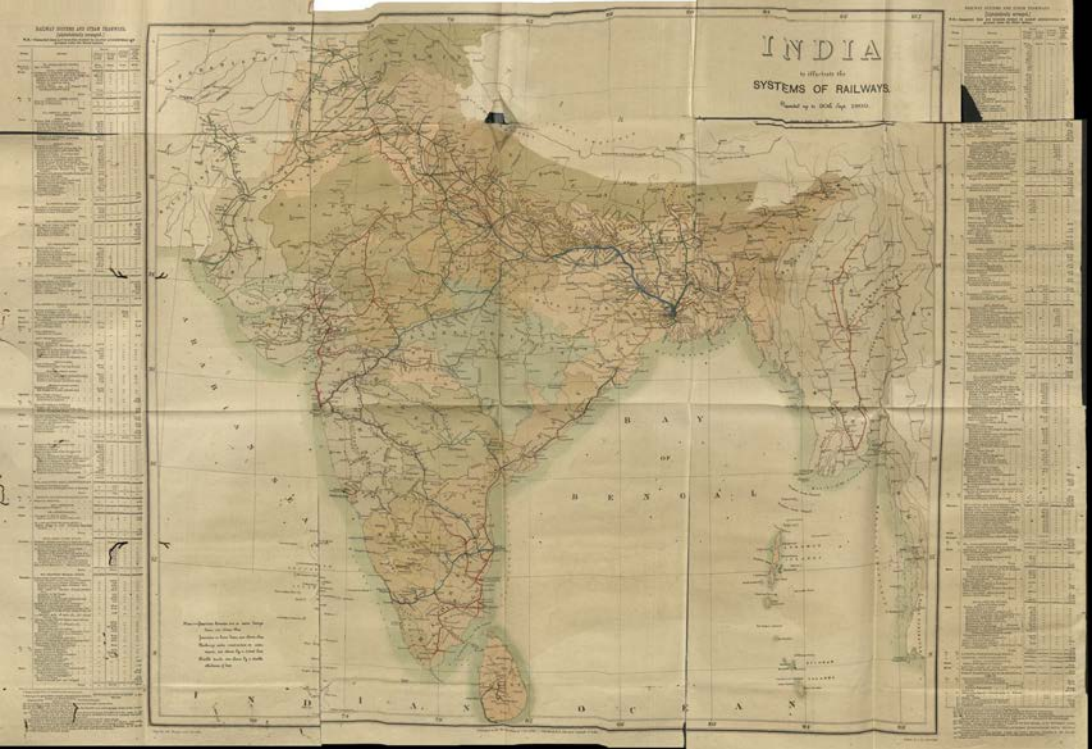
GAUGE—concld.

NATIVE STATES—concld.				FOREIGN LINES.								Progressive No.
LXXIII—Bhávnagar-Gondal-Junágad-Porbandar (a).				LXXVIII—West of India Portuguese.				LXXX—Káraikkal-Peralam.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1898.	Previous year	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		Tons.		Rs.	
3,258	2,594	8,670	7,506	1	...	2	...		...		1	1
30,693	35,724	2,24,193	2,46,764	41	806	120	3,126		...		...	2
2,850	3,091	21,741	22,879	291	351	1,336	1,482		21		62	3
134	158	1,611	2,277	27	26	118	139		4		11	4
707	850	4,291	5,273	1	2	3	7		4		9	5
57,533	57,585	2,02,781	2,03,514	4,265	8,612	10,698	21,136		324		433	6
586	478	4,645	3,455	39	47	135	197		40		41	7
16	17	80	83	...	...	...	...		...		1	8
1,374	1,537	7,394	8,101	19	16	75	68		49		42	9
17	13	153	93	...	...	...	...		1		2	10
43	59	579	583	...	...	...	...		...		1	11
171	147	1,763	1,411	61	75	201	304		6		12	12
3,994	5,452	23,886	28,531	2,365	3,474	5,825	7,195		25		56	13
4,846	4,775	23,244	21,649	5,932	8,896	16,208	23,477		91		120	14
9,253	13,032	33,389	48,290	23	1,319	84	3,328		69		94	15
20	18	393	301	...	...	...	...		...		...	16
127	187	1,136	1,455	...	...	...	...		3		6	
10,633	11,451	55,859	62,335	23	38	111	150		471		464	17
1,471	2,525	6,645	8,595	...	...	...	...		10		10	18
												19
4,480	5,114	7,406	8,367	10,284	9,865	22,245	21,325		83		34	20
49	35	310	213	...	...	...	...		1		2	21
8	5	96	56	...	...	...	1		...		1	22
3	5	30	72	...	...	...	...		...		...	23
1,614	1,637	9,842	9,617	171	459	692	1,612		203		178	24
59,031	61,865	38,474	40,692	3	20	7	61		453		424	25
11,689	11,325	55,164	52,972	127	149	327	343		76		103	26
14	18	142	211	11	5	42	22		...		...	27
21,329	21,076	1,14,055	1,07,626	241	354	644	669		143		83	28
1,192	1,058	6,256	5,224	291	326	1,139	1,220		16		20	29
374	416	3,443	3,552	...	2	2	9		...		...	30
11	20	94	116	26	17	115	62		...		...	31
11,190	13,638	68,431	70,434	5,507	8,987	19,958	23,105		435		545	32
238,220	255,955	9,26,186	9,72,252	31,259	43,646	80,087	1,09,043		3,048		2,760	

Opened for traffic on the 14th March 1898.

Opened for traffic on the 14th March 1898.

(a) Including the Jetalsar-Rájkot, Jámnagar and Dhrángadrá railways. Jámnagar from 8th April 1897 and Dhrángadrá from 1st June 1898.


INDIA
to illustrate the
SYSTEMS OF RAILWAYS
BAY
OF
BENGAL
INDIAN OCEAN

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1898-99.

Agents for the sale of Books published by the Superintendent of Government Printing, India, Calcutta.

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SUPERINTENDENT, AMERICAN BAPTIST MISSION PRESS, Rangoon.

E. SEYMOUR HALE, ESQ., Fort Bombay.

MANAGER OF THE EDUCATIONAL BOOK DEPÔTS, Nagpur and Jubbulpur.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1898-99.

BY

A. BRERETON, Esq,
DIRECTOR OF RAILWAY TRAFFIC AND STATISTICS.

PART II.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1899.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

The following lengths of railway have been sanctioned for construction from the 1st April to the 10th November 1899:

Date of sanction.	Railway.	From	To	Miles.	Remarks.
21st April 1899	Madura-Pamban	Madura	Toni Torai	94·00	
		Mutanandal	Sivaganga	9·00	
21st April 1899	Tinnevelly-Quilon	Tinnevelly	Quilon	103·00	
24th April 1899	Bengal Central	Dum Dum Cantt.	Pattipookur	2·68	
28th April 1899	Parlakimedi	Nowpada	Parlakimedi	25·00	
3rd May 1899	Madura Distt. Tramways	Ammayanayakkanur	Kotagudi	55·00	
		Periyakulam	Krishnamanaik's tope	5·90	
		Theni	Uttamapalaiyam.	18·90	
		Uttamapalaiyam	Karuvapath	15·00	
15th May 1899	Nowshera-Dargai	Nowshera	Dargai	39·60	
23rd May 1899	Vijapur-Kalol	Kalol	Vijapur	29·60	
1st June 1899	Bengal-Nágpur	Midnapore	Bujudih	114·39*	
1st June 1899	Bengal and North-Western, Tirhoot section	Sakri	Jainagar	30·47*	
13th June 1899	East Indian	Sitarampur	Domohani	8·32	
4th July 1899	Petlad-Cambay	Petlad	Cambay	20·78	
15th July 1899	Jodhpur-Bikaner, Bikaner section	Suratgarh	Bhatinda	88·00	
4th August 1899	East Indian	Pandra branch		3·24	
30th August 1899	North-Western	Peshawar	Jumrod	10·00*	
7th September 1899	Burma	Bassein *viâ* Henzada	Tharrawaddy	119·00*	
13th September 1899	Eastern Bengal	Kaunia	Dhubri	51·66†	

* Commencement of work not yet authorized.

† Including 12·23 miles of existing line from Teesta Junction to Moghalhat, under conversion from the 2′ 6″ to the metre gauge, which will form part of this railway.

The following lengths of railway have been opened to public traffic from the 1st April to the 10th November 1899:

Date of opening.‡	Railway.	From	To	Miles.	Remarks.
1st April 1899	North-Western	Campbellpur Cantt.	Basal (new Pind Sultani)	25·00	
		Diversion near Cantt.	Campbellpur	6·75	
		Jand	Daud Khel	55·00	
1st April 1899	Eastern Bengal	Sivarampur	Faridpur	7·50	
1st April 1899	Brahmaputra-Sultanpur	Santahar	Bogra	24·75	
5th April 1899	Ránaghat-Krishnagar	Aistolaghat	Krishnagarh	20·25	
15th April 1899	Cooch Behar	Cooch Behar	Alipur Duar	11·50	
17th April 1899	Madras	Walajah Road	Ranipet	4·35	
23rd April 1899	Assam-Bengal	Badarpur	Damchara	19·00	For goods traffic.
15th May 1899	Bina-Goona	Goona	Bárán	73·66	
15th May 1899	Jodhpur-Bikaner, Jodhpur section	Balotra	Barmer	60·00	
1st June 1899	Rajpipla	Umalla	Amletha	7·75	For goods traffic.
20th July 1899	Rajpipla	Amletha	Nandod	5·50	For goods traffic.
15th June 1899	Nilgiri	Mettupalaiyam	Coonoor	16·81	
15th June 1899	Rajputana-Malwa	Ferozepore	Bhátinda	54·59	Standard gauge connection.
22nd June 1899	North Western	Lyallpur	Toba Tek Singh.	48·25	
26th June 1899	Jodhpur-Bikaner, Bikaner section	Gigasar	Palana	9·47	For goods traffic.
3rd July 1899	South Behar	Luckeeserai	Wazirganj	65·00	
10th July 1899	South Behar	Wazirganj	Gya	13·83	
10th July 1899	Tapti Valley	Vyara	Chinchpála	36·96	
8th October 1899	Tapti Valley	Chinchpála	Nandurbar	25·50	
12th July 1899	Mysore-Nanjangúd	Nanjangúd station	A point nearer Nanjangúd town	0·55	
7th August 1899	South Indian	Cuddalore old town	To the beach	1·30	
		Tuticorin	To the new pier	0·27	
25th August 1899	Udaipur-Chitór	Debari	Udaipur	6·44	

‡ Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

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BB.—Memorandum of Agreement, dated the 26th May 1898, between the Nilgiri Railway Company, Limited, and the Madras Railway Company, for the working of the Nilgiri Railway by the Madras Railway Company . . cccevi

CC.—Memorandum of Agreement, having effect from the 1st January 1897, between the East Indian Railway and the Oudh and Rohilkhand State Railway, for the interchange of traffic at, and joint use of, the Moghal Sarai and Aligarh Junction Stations ccccx

DD.—Revised Agreement, dated the 1st November 1897, between the Eastern Bengal State Railway and the Bengal Doars Railway Company, Limited, for the interchange of coaching and goods traffic *viâ* Jalpaiguri Ghat . ccccxxxiii

EE.—Agreement, dated the 20th July 1893, between the Burma Railways Company, Limited, and the Irrawaddy Flotilla Company, Limited, for the through booking of coaching and goods traffic *viâ* Katha ccccxxxvii

FF.—Memorandum of Agreement, having effect from the 1st January 1899, between the Bengal-Nágpur Railway Company, Limited, and the East Coast State Railway for working traffic over the section of Railway between Cuttack and Khurda Road ccccl

GG.—Modification of clause 23 of the Agreement, dated the 1st July 1890, entered into between the East Indian and Indian Midland Railway Companies for the interchange of traffic at, and the joint use of, the Manikpur Junction station, having effect from the 15th July 1894 ccccliv

HH.—Addition to clause 10 of the agreement, dated the 16th February 1892, between the East Indian Railway Company, and the Commissioners of the Port of Calcutta for the performance by the latter of terminal services on traffic to and from the Kidderpore Docks ccccIv

II.—Revised clause 3 I and II (*a*) of the agreement, dated the 5th April 1892, between the East Indian and Indian Midland Railway Companies for running powers for passenger trains of the latter Railway Company to Tundla and for the interchange of coaching traffic at that station, having effect from the 2nd December 1897 ccccIvi

JJ.—Modification of clauses 48 to 50 of the revised Agreement, having effect from the 1st January 1897, for the working of the Bhavnagar-Gondal-Junagad-Porbandar Railway ccccIvii

KK.—Index to contracts, working agreements, etc., published in the appendices to the Administration Report on railways in India for 1898-99, Part II . ccccIviii

List of tabular statements contained in the Administration Report on the railways in India for 1898-99, Part II.

Page.	Statement No.	Particulars.
8-15	1	Stores transactions on the standard and metre gauge railways during 1898.
60-65	2	Cost and particulars of large railway bridges.
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NOTE.—The standard gauge of the railways in India is 5 feet 6 inches.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1898-99.

PART II.

CHAPTER I.

STORES.

General.

Working of the Stores Department during 1898-99.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for State railways at the principal Indian ports were continued during the year 1898-99.

East Indian Railway (standard gauge).

2. The cost of working the stores department during the year ending 31st December 1898 was ₹1,76,287, as compared with ₹1,72,823 in 1897. Of this amount, however, ₹19,173 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the company's use and for the South Behar and Bengal and North-Western railways, as compared with ₹25,359 on this account in 1897.

The gross tonnage of imported stores and materials landed from boats at the Howrah General Store depôt during 1898 was 72,209 tons, distributed as follows:

	Tons.
East Indian railway	46,564
South Behar railway	6,989
Bengal and North-Western railway	18,656
TOTAL	72,209

as compared with 103,073 tons in 1897 and 58,323 tons in 1896.

The purchases of stores in India during 1898 aggregated ₹52,62,203; of which ₹12,11,452 were on account of English and ₹40,50,751 for country stores. The purchases in 1897 aggregated ₹50,91,369.

The amount realised in 1898 by sale of surplus and condemned stores, exclusive of cinders, was ₹2,01,212 as compared with ₹2,12,214 in 1897.

Bengal Central Railway (standard gauge).

3. The cost of working the stores department during the year ended 31st December 1898 was ₹2,472 as compared with ₹1,746 in 1897.

The purchases of stores in India during 1898 aggregated ₹2,35,919, of which ₹54,896 were on account of English and ₹1,81,023 for country stores. The purchases in 1897 aggregated ₹2,56,262.

There were no sales of surplus and condemned stores and cinders during 1898.

Bengal-Nágpur Railway (standard gauge).

4. The cost of working the stores department during the year ended 31st December 1898 of the new open line, 925 miles, was ₹26,471 as compared with ₹27,417 in 1897. The sum debited on this account in mileage proportion to capital for the line under construction of the new extensions, a length of 297 mean miles, for the year 1898 was ₹9,411.

In addition, the cost of maintaining the three depôts on the extensions, namely, at Roopnarain (Kola), Midnapore and Cuttack, aggregating ₹28,270 during 1898 as compared with ₹50,810 in 1897, was entirely debited to capital. The expenditure of working the stores department of the whole undertaking was :

	₹
1898	64,152
1897	83,688

The three depôts named above are the centres for the receipt and issue of stores to the several districts on the extensions. The stores magazine at Nágpur continues to supply all requirements of stores to the open line districts. The purchase of stores during 1898 for the open and unopen line aggregated ₹65,54,875, of which ₹55,19,431 was on account of English and ₹10,35,444 for stores purchased locally in India. The purchase in 1897 aggregated ₹98,45,174.

The decrease for the year is due to less purchase of English stores owing to the bulk of English indents for construction having already been complied with.

The following amounts were realised by sale of cinders and condemned stores :

	₹
Cinders	1,496
Condemned stores	*Nil*

as compared with ₹1,248 for cinders and ₹3,832 for condemned stores for 1897.

Indian Midland Railway (standard gauge).

5. The cost of working the stores department during the year ended the 31st December 1898 was ₹37,538 as compared with ₹38,256 in 1897.

The purchases of stores in India during 1898 aggregated ₹12,88,048, of which ₹1,79,968 were on account of English, and ₹11,08,080 for country stores. The purchases in 1897 aggregated ₹10,75,258.

North Western State Railway (standard gauge).

6. The cost of working the stores department during 1898 was ₹10,026 more than in 1897, having amounted to ₹1,06,991 as against ₹96,965.

The purchase of stores in India during 1898 aggregated ₹79,91,846, of which ₹1,57,060 were on account of English and ₹78,34,786 for country stores. The purchase in 1897 aggregated ₹48,53,240 or ₹31,38,606 less than the year under review, the differences arising chiefly in fuel, sleepers, and timber.

The following amounts were realised by the sale of surplus and condemned stores during 1898, namely:

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	18,09,887	6,80,253	24,90,140

as compared with R16,27,655 (including sleepers to the value of R5,27,962) realised in 1897.

Oudh and Rohilkhand State Railway (standard gauge).

7. The cost of working the stores department during the calendar year ending 31st December 1898 was R30,936 as compared with R29,969 during the same period in 1897. The figures given include cost of working both the locomotive and general stores departments.

All stores work in connection with the construction of the Rae Bareli-Benares railway, continued to be carried on by the staff of the Oudh and Rohilkhand State railway, until completion of that line. The locomotive department having no separate depôt, all stores work for that department continues to be done by the general stores department.

During the year 1898 surplus and obsolete stores, also new and good stores, as noted below, were disposed of:

	R
(*a*) Unserviceable rails sold to the public and other railways	58,653
(*b*) Unserviceable and obsolete stores sold by auction	1,20,358
(*c*) Surplus stores transferred from Oudh and Rohilkhand State railway stock	80,949
(*d*) Surplus stores transferred from Bareilly-Rámpur-Moradabad railway stock	576
(*e*) Surplus stores transferred from Rae Bareli-Benares railway stock	25,167
(*f*) New and good stores issued to Rae Bareli-Benares railway from Oudh and Rohilkhand State railway stock	57,456
(*g*) New and good stores issued to Hardwar-Dehra and Ghaziabad-Moradabad railways from Oudh and Rohilkhand State railway stock	15,704
TOTAL	3,58,857

Cast iron pot sleepers are manufactured in the locomotive workshops and issued through the stores department. For this purpose pig iron, valued at R48,417, and scrap cast iron, valued at R30,750, were issued during the year. Cast iron pots to the value of R36,504, were obtained from the Bengal Iron and Steel Works, Burrakur.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

8. The cost of working the stores department during the year ended the 31st December 1898 was R20,664 as compared with R17,004 in 1897.

The purchases of stores, both locomotive and general, in India during 1898 aggregated R15,17,895, of which R41,306 were on account of English stores and R14,76,589 for country stores. The purchases in 1897 aggregated R12,52,497.

The following amounts were realized by the sale of surplus and condemned stores and cinders during 1898, namely:

	New.	Old.	Total.
	R	R	R
Surplus and condemned stores	...	34,469	34,469
Cinders	...	2,109	2,109

as compared with R20,393 for surplus and condemned stores and R2,126 for cinders realised in 1897.

East Coast State Railway (standard gauge).

9. The cost of working the stores department during the year ended 31st December 1898 amounted to R29,065 as compared with R33,628 in 1897.

Stores were purchased to the value of R4,41,797; of this sum R30,115 were on account of English stores, and the balance for country stores. The purchases in 1897 aggregated R3,64,831.

The following amounts were realised by sale of surplus and condemned stores and cinders during 1898:

	New.	Second hand.	Total.
	R	R	R
Surplus and condemned stores . .	62,001	26,400	88,401
Cinders	...	765	765

as compared with R1,82,759 for surplus and condemned stores and R499 for cinders in 1897.

Great Indian Peninsula Railway (standard gauge).

10. During the calendar year under report the purchases of stores in India amounted to R40,76,839. English material to the value of R56,00,250 was received in India and debited to general stores account. The total issues including sales during the same period amounted to R83,32,414.

In addition to the stores purchased from outsiders, manufactured articles valued at R6,96,141, were supplied from the company's workshops upon orders from the General Storekeeper, raw materials to the amount of R5,27,138 having been worked up at a cost of R1,34,937 for labour and contingent expenses and R34,066 for fuel. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,492 tons of teak logs purchased at an average cost of R106 per ton for conversion in the log mill, and 159 tons of scrap iron, wrought up into iron uses in the steam-hammer factory.

The total receipts, therefore, from all sources were R98,12,026, and the total issues, including sales, during the same period, amounted to R83,32,414.

Bombay, Baroda and Central India Railway (standard gauge).

11. The cost of working the stores department during the year ended the 31st December 1898 was R63,803 as compared with R70,947 in 1897.

The total purchases of stores during 1898 aggregated R55,38,975, of which R33,39,611 was for English and R21,99,364 for country stores. The purchases in 1897 amounted to R57,29,929.

A sum of R66,713 was realised by the sale of condemned and surplus stores during the year as compared with R56,433 realised in the previous year.

Madras Railway (standard gauge).

12. The cost of working the stores department during the year ended the 31st December 1898 was R23,514 as compared with R23,100 in 1897; charges for landing and despatching stores are not charged to the stores department, but are added to the cost of the articles received.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1898 aggregated R17,75,626, of which R1,14,748 were on account of English and R16,60,878 for country stores. The purchases in 1897 aggregated R18,26,617.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1898, *viz.*:

	New.	Old.	Total.
Surplus and condemned stores . .	4,220	65,439	69,659
Cinders	...	1,801*	1,801*

as compared with R94,456 for surplus and condemned stores and R6,950 for cinders realised in 1897.

* This sum was credited to Revenue.

Bengal and North-Western Railway, including the Ganges-Gogra Doab Railways, Tirhoot State Railway and Hajipur-Katihar Extension (metre gauge).

13. The cost of working the stores department during the year ended the 31st December 1898 was ₹10,130 as compared with ₹10,587 in 1897.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1898 aggregated ₹7,83,622, of which ₹2,29,471 were on account of English and ₹5,44,151 for country stores. The purchases in 1897 aggregated ₹7,32,721.

The following amounts were realised by the sale of surplus and condemned stores during 1898, *viz.*:

	New.	Old.	Total.
Surplus and condemned stores . .	267	1,458	1,725

as compared with ₹1,458 in 1897.

Rajputana-Malwa Railway (metre gauge).

14. The cost of working the stores department during the year ended the 31st December 1898 was ₹91,948 as compared with ₹86,864 in 1897.

The total stores purchases during 1898 aggregated ₹34,91,601, of which ₹4,31,639 were for English and ₹30,59,962 for country stores. The purchases in 1897 aggregated ₹22,31,279.

A large auction sale of unserviceable stores was held at the Ajmer depôt, realizing about ₹23,694 as against ₹22,000 realised in 1897.

Southern Mahratta Railway (metre gauge).

15. The cost of working the stores department during the year was ₹39,804 as compared with ₹41,820 in the previous year. This sum does not include the cost of landing and despatching imported stores for the company's use through the agency of Messrs. Mackinnon, Mackenzie & Co. of Bombay, whose bills for the year 1898 amounted to ₹5,154 as against ₹4,852 in 1897.

The purchase of stores in India during 1898 aggregated ₹10,79,408, of which ₹1,06,873 were on account of English and ₹9,72,535 for country stores. The total purchases in 1897 aggregated ₹12,07,455.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1898, *viz*:

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	442	8,236	8,678
Cinders	...	210	210

as compared with ₹15,683 for surplus and condemned stores and ₹357 for cinders in 1897.

South Indian Railway (metre gauge).

16. The cost of working the stores department during the year ended the 31st December 1898 was ₹48,883 as compared with ₹51,952 in 1897. The former amount includes ₹6,861 on account of the cost of landing and despatching imported stores at the port of Madras as compared with ₹15,057 on this account in 1897.

There was no alteration in the control of stores and store depôts.

The purchases of stores in India during 1898 aggregated ₹14,39,802, of which ₹90,732 were on account of English and ₹13,49,070 for country stores. The purchases in 1897 aggregated ₹12,64,840.

The following amounts were realised by the sale of surplus and condemned stores and cinders during 1898, *viz.* :

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores	13,405	2,109	15,514
Coke and cinders	8,018	2,815	10,833

as compared with ₹80,102 for surplus and condemned stores and ₹12,853 for coke and cinders realised in 1897.

Assam-Bengal Railway (metre gauge).

17. The cost of working the stores department during the year ended 31st December 1898 was ₹1,08,368 as compared with ₹1,14,309 in 1897. These amounts include home charges and agency charges at Calcutta.

The purchases of stores in India during 1898 aggregated ₹9,45,725, of which ₹3,57,169 were English and ₹5,88,556 country stores. The purchases during 1897 aggregated ₹12,59,252.

The sales of condemned and surplus stores during 1898 were trifling.

Burma Railways (metre gauge).

18. The cost of working the stores department during the year ended the 31st December 1898 was ₹39,247 as compared with ₹39,770 in 1897. Of the former amount ₹4,696 represent portion of the Storekeeper's salary debitable to capital account. The apportioning of the Storekeeper's salary to "Capital" and "Revenue," respectively, has been calculated on the total mileage open and under construction and a proportionate debit made, as above mentioned to capital account instead of, as in preceding years, debiting a monthly sum of ₹100 to the Mandalay-Kunlon railway.

There was no alteration in the control of stores and stores depôts.

The purchase of stores in India during 1898 aggregated ₹10,75,641, of which ₹75,591 were on account of English and ₹10,00,050 for country stores. The purchases in 1897 aggregated ₹9,35,368.

The following amounts were realised by the sale of surplus and condemned stores and cinders, *viz.* :

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores	3,908	6,136	10,044
Cinders	...	77	77

as compared with ₹99,546 for surplus and condemned stores and ₹100 for cinders realised in 1897.

Bengal Dooars Railway (metre gauge).

19. The cost of working the stores department during the year ended the 31st December 1898 was ₹1,740 as compared with ₹378 in 1897.

There was no alteration in the control of stores and stores depôts.

The purchase of stores in India during 1898 aggregated ₹71,956 against ₹26,065 in 1897.

No surplus and condemned stores were sold during 1898.

Dibru-Sadiya Railway (metre gauge).

20. The cost of working the store department was ₹5,850 as compared with ₹6,358 in the previous year. There were no alterations in the control of stores.

The stores purchased during the year 1893 aggregated ₹76,110, of which ₹38,281 were on account of English and ₹37,829 for country stores. In 1897 the stores purchased amounted to ₹3,00,903, of which ₹2,09,540 were English and ₹90,463 for country stores.

Bhávnagar-Gondal-Junágad-Porbándar Railway, including Jetalsar-Rájkot, Jámnagar and Dhrángadrá Railways (metre gauge).

21. The cost of working the stores department during the year ended the 31st December 1898 was ₹11,366, as compared with ₹11,396 in 1897.

The purchases of stores during 1898 aggregated ₹10,27,394, of which ₹4,13,737 were on account of English and ₹6,13,657 for country stores. The purchases in 1897 aggregated ₹8,30,257.

The state railway procedure of obtaining stores from England having been abandoned by this railway, English stores are obtained through a private agency.

There are practically no surplus stores kept on this railway, and there were no sales of such stores in 1898.

Stores balances.

22. The statement on the following pages contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1898.

At the close of the year the capital locked up in stores of the standard and metre gauge railways amounted to ₹6,42,56,400, showing a net decrease of ₹31,96,171 during the year. There was also a sum of ₹67,52,615 under adjustment on the 31st December 1898, making a total of ₹7,10,09,015 at the debit of stores on that date.

Under the orders of the Government of India, the stores balances during the year 1898 of the principal railways in India were thoroughly reviewed with the object of investigating all unnecessary accumulations, and disposing of stock, not required, to the best advantage, and of thus reducing the balances to the lowest limits compatible with efficient working. In all instances where the balances have been found to be large and unexplained, further investigations are being made.

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1898.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineers' plant.	Balance in C Workshop machinery.
	STANDARD GAUGE.	₹	₹	₹	₹	₹	₹
	State lines worked by Companies.						
I	East Indian	90,61,965	2,01,08,628	2,01,08,229	...	...	...
II	Bengal-Central	2,75,709	3,72,453	3,72,357	2,823	9,845	889
III	Bengal-Nágpur	16,37,819	11,94,270	11,55,444	32,418	13,700	7,379
IV	Indian Midland	14,67,351	15,94,231	20,52,412	1,002	2,503	15,762
V	Bhopal-Itársi (British section)	There are no separate stores transactions for this section.					
VI	Godhra-Rutlam-Nágdá	There are no separate stores transactions for this line.					
VII	Wardha Coal	There are no stores on this line.					
VIII	Dhond-Manmád	12,072	...	4,324	...	...	...
IX	Bezwada extension (East Coast State)	There are no stores on these lines.					
X	Washermenpet-Ennúr section (Bezwada-Madras)						
	(*Under construction.*)						
XI	Agra-Delhi Chord	Commencement of work not authorized.					
	Bengal-Nágpur extensions	59,15,775	54,12,851	74,38,531	13,42,544	67,852	40,302
	Total	1,83,70,691	2,86,82,433	3,11,31,297	...	...	...
	State lines worked by the State.						
XII	North Western	93,27,308	1,48,67,927	1,49,01,078	4,08,427	1,46,503	19,726
	Kotri-Rohri	19,296	21,931	40,327	...	...	...
XIII	Hyderabad-Shadipalli	There are no separate stores transactions for this line.					
XIV	Oudh and Rohilkhand	18,66,012	27,99,747	31,83,057	3,126	15,885	5,667
	Rae Bareli-Benares	11,63,950	7,51,959	17,87,333	...	6,581	159
XV	Eastern Bengal	27,29,678	70,16,588	70,13,887	47,206	22,688	14,519
XVI	Calcutta Port Commissioners'	Statement of stores transactions not received.					
XVII	East Coast	14,35,781	17,65,440	18,82,807	41,732	1,01,361	11,423
XVIII	Ennúr-Bezwada section (Bezwada-Madras)	18,18,451	26,32,030	40,66,351	1,124	27	...
	(*Under construction.*)						
	Mári-Attock	12,04,511	12,16,807	19,57,917	31,798	47,445	3,220
	Lyallpur-Khanewal	...	12,52,087	6,23,800	60,675	1,201	—371
	Indus Bridge at Kotri	1,47,337	8,88,912	4,13,600	4,97,425	41,753	606
	Gódávari bridge	3,00,277	3,30,923	4,93,162	1,38,038	...	...
	Ghaziabad-Moradabad	...	23,179	16,140	...	797	185
	Total	2,00,12,601	3,35,66,630	3,63,79,459	...	...	...
	Carried over	3,83,83,292	6,22,49,063	6,75,10,756	...	...	...

No. 1.

and metre gauge railways during 1898.

STOCK ON HAND ON THE 31ST DECEMBER 1898.				TOTAL BALANCE ON THE 31ST DECEMBER 1898.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1898.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	90,62,364	19,75,706	1,10,38,070	I	
95,118	49,373	32,135	85,622	2,75,805	67	2,75,872	II	
4,73,550	6,65,721	93,638	3,90,239	16,76,645	3,80,966	20,57,611	III	
2,67,717	3,80,800	77,472	2,63,914	10,09,170	4,14,502	14,23,672	IV	
							V	
							VI	*The transactions for this line are included in the figures for the Rajputana-Malwa railway.
							VII	
...	...	7,748	...	7,748	...	7,748	VIII	
							IX	
							X	
							XI	
16,13,999	45,523	4,56,032	3,23,843	38,90,095	10,04,476	48,94,571		
...	...	...	...	1,59,21,827	37,75,717	1,96,97,544		
42,10,351	16,42,322	1,49,095	27,17,733	92,94,157	—23,92,403	69,01,754	XII	
...	...	...	...	*Nil*	*Nil*	*Nil*		
							XIII	
5,74,253	2,90,388	19,115	5,74,268	14,82,702	—4,480	14,78,222	XIV	
71,499	15,654	22,661	12,022	1,28,576	—3,069	1,25,507		
13,54,042	6,55,635	44,719	5,93,570	27,32,379	—5,084	27,27,295	XV	
							XVI	
3,72,264	2,93,648	40,866	4,10,160	13,18,414	12,015	13,30,429	XVII	
24,288	3,36,557	215	21,919	3,84,130	3,54,141	7,38,271	XVIII	
1,70,951	343	64,009	1,45,633	4,63,401	96,313	5,59,714		
5,48,802	2	6,746	11,232	6,28,287	4,946	6,33,233		
14,121	17	4,397	64,330	6,22,649	2,37,089	8,59,738		
...	...	...	...	1,38,038	...	1,38,038		
...	...	31	6,116	7,039	5,289	12,328		
...	...	...	...	1,71,99,772	—16,95,243	1,55,04,529		
...	...	...	...	3,31,21,599	20,80,474	3,52,02,073		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1898.	Receipts during the year.	Issues during the year.	Balance in A	Balance in B	Balance in C
					Bridgework.	Engineers' plant.	Workshop machinery.
	Brought forward	£ 3,83,83,292	£ 6,22,49,063	£ 6,75,10,756	£	£	£
	STANDARD GAUGE—*concld.*						
	Lines worked by Guaranteed Companies.						
XIX	Great Indian Peninsula	36,01,231	1,15,37,310	1,00,57,698			
XX	Bombay, Baroda and Central India	32,46,185	59,79,415	57,02,783	4,66,072	24,669	29,530
XXI	Madras	23,23,043	25,83,237	25,51,513	52,686	...	28,047
	TOTAL	91,70,459	2,00,99,962	1,83,11,994	...	...	...
	Assisted Companies.						
XXII	Delhi-Umballa-Kalka	There were no stores transactions on this line during 1898.					
XXIII	Tarkessur	There are no stores on this railway.					
XXIV	Southern Punjab (Delhi-Samásata)	99,772	7,05,965	7,07,082	3,085	3,820	101
XXV	Tápti Valley	2,75,877	23,21,533	5,78,438	1,76,586	2,887	...
	(*Under construction.*)						
XXVI	South Behar (Luckeeserai-Gya)	There are no separate stores accounts for these lines.					
XXVII	Hardwar-Dehra						
	TOTAL	3,75,649	30,27,498	12,85,520	...	...	...
	Lines owned by Native States and worked by Companies.						
XXVIII	Khámgaon	There are no stores on this line					
XXIX	Amráoti	6,387	...	...	...	...	...
XXX	Bina-Goona	There are no separate stores transactions for this line.					
XXXI	Bhopal-Ujjain	Included in the stores transactions of the Indian Midland railway.					
XXXII	Bhopal-Itársi (Native State section)	There is no separate stores account for this line.					
XXXIII	The Nizam's Guaranteed State	5,88,810	9,27,094	10,41,400	75,289	12,843	3,297
XXXIV	Nágdá-Ujjain	There are no separate stores transactions for this line.					
XXXV	The Gaekwar's Petlád	Exempted from submitting the statement of stores transactions.					
XXXVI	Kolar Gold-fields						
	Goona-Baran	9,23,381	12,73,914	20,43,607	37,364	366	79
	TOTAL	15,18,578	22,01,008	30,85,007	...	...	...
	Lines owned by Native States and worked by State railway agency.						
XXXVII	Rájpura-Bhátinda	1,103	...	1,103	...	...	...
XXXVIII	Jammu and Kashmir (Native State section)	There are no stores on this section.					
	(*Under construction.*)						
XXXIX	Ludhiána-Dhuri Jakhal	Commencement of work not yet authorized.					
	TOTAL	1,103	...	1,103	...	...	...
	TOTAL STANDARD GAUGE carried over	4,94,49,081	8,75,77,531	9,01,94,380	...	...	...

No. 1—*contd.*

and metre gauge railways during 1898.

STAND ON THE 31ST DECEMBER 1898.				TOTAL BALANCE ON THE 31ST DECEMBER 1898.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1898.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
£	£	£	£	£	£	£		
				3,31,21,599	20,80,474	3,52,02,073		
				50,80,843	27,476	51,08,319	XIX	
11,47,598	9,60,899	47,652	8,46,398	35,22,817	7,13,382	42,36,199	XX	
7,51,485	50,182	25,634	14,46,733	23,54,767	40,086	23,94,853	XXI	
...	...	...	...	1,09,58,427	7,80,944	1,17,39,371		
							XXII	
							XXIII	
66,521	999	6,682	17,447	98,655	63,283	1,61,938	XXIV	
17,29,180	...	45,872	64,447	20,18,972	4,12,988	24,31,960	XXV	
							XXVI	
							XXVII	
...	...	...	...	21,17,627	4,76,271	25,93,898		
...	...	...	...	...	...	...	XXVIII	
6,387	...	...	...	6,387	...	6,387	XXIX	
							XXX	
							XXXI	
							XXXII	
59,575	1,24,333	20,817	1,78,350	4,74,504	...	4,74,504	XXXIII	
							XXXIV	
							XXXV	
							XXXVI	
76,362	...	31,954	7,563	1,53,688	16,543	1,70,231		
...	...	...	...	6,34,579	16,543	6,51,122		
...	...	...	...	*Nil*	*Nil*	*Nil*	XXXVII	
							XXXVIII	
							XXXIX	
...	...	...	...					
...	...	...	...	4,68,32,232	33,54,232	5,01,86,464		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1898.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
	Brought forward (standard gauge)	£ 4,94,49,081	£ 8,75,77,531	£ 9,01,94,380	£	£	£
	METRE GAUGE.						
	State lines worked by Companies.						
XL	Bengal and North-Western—Tirhoot section	5,64,269	20,81,835	20,28,580	9,851	5,226	2,821
	Company's section						
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon)	2,37,335	4,96,717	4,44,069	419	3,823	2,737
XLII	Rajputana-Malwa	31,10,241	64,58,206	69,01,879	23,255	24,168	30,647
XLIII	Pálanpur-Deesa	Included in the stores transactions of the Rajputana-Malwa railway.					
XLIV	Southern Mahratta	19,53,823	20,58,532	20,20,592	3,620	19,204	13,603
XLV	Guntakal-Mysore frontier	There are no separate stores transactions for this line.					
XLVI	Mysore section (Southern Mahratta)	Included in the stores transactions of the Southern Mahratta railway.					
XLVII	South Indian	24,46,985	21,78,112	23,81,796	31,486	44,102	6,764
XLVIII	Máyavaram-Mutupet	There are no stores on this line.					
XLIX	Assam-Bengal	*54,92,431	30,24,972	45,58,142	6,79,605	2,61,375	49,650
L	Burma	15,17,213	25,91,849	25,27,784	50,601	53,396	23,762
	(Under construction.)						
	Mandalay-Kunlon	14,39,193	20,79,427	16,91,345	2,39,466	64,341	1,260
	TOTAL	1,67,61,490	2,09,69,650	2,25,54,187	...	...	...
	State lines worked by the State.						
LI	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	Included in the stores transactions of the standard gauge section.					
	Dacca section						
LII	Cawnpore-Burhwal (metre gauge link)	Included in the stores transactions of the Oudh and Rohilkhand railway.					
	(Under construction.)						
LIII	Shadipalli-Balotra (British section)	...	29,295	4,024	210	3,520	...
	TOTAL	...	29,295	4,024	...	...	...
	Assisted Companies.						
LIV	Deoghur	1,762	5,865	5,354	...	...	...
LV	Brahmaputra-Sultanpur	There were no stores transactions on this line during 1898.					
LVI	Mymensingh-Jamalpur-Jagannathganj	10,512	2,95,733	3,06,245	...	...	...
LVII	Rohilkhund and Kumaon (Company's section)	There are no separate stores transactions for these lines.					
LVIII	Segowlie-Raxaul						
LIX	Bengal-Dooars	44,225	71,956	39,392	3,182	12,714	63
LX	Dibru-Sadiya	Exempted from submitting the statement of stores transactions.					
LXI	Ledo and Tikak-Margherita Colliery						
LXII	Amedabad-Parántij	22,138	...	...	...	...	...
	TOTAL	78,637	3,73,554	3,50,991	...	...	...
	Carried over (metre gauge)	1,68,40,127	2,13,72,499	2,29,09,202	...	...	...
	Carried over (standard gauge)	4,94,49,081	8,75,77,531	9,01,94,380	...	...	...

No. 1—*contd.*

and metre gauge railways during 1898.

HAND ON THE 31ST OF DECEMBER 1898.				TOTAL BALANCE ON THE 31ST DECEMBER 1898.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1898.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
R	*R*	*R*	*R*	*R*	*R*	*R*		
				4,68,32,232	33,54,232	5,01,86,464		
87,804	2,48,933	22,281	2,40,608	6 17,524	—2,600	6,14,924	XL	
65,636	1,23,489	7,839	86,040	2,89,983	...	2,89,983	XLI	Includes the stores transactions of the Rohilkund and Kumaon section also.
6,80,362	6,28,712	1,51,914	11,27,540	26,66,568	5,10,914	31,77,482	XLII	Includes the stores transactions of the Godhra-Ratlam Nagda and Nagda-Ujjain railways.
							XLIII	
3,87,385	7,60,914	47,294	...	19,91,763	16,287	20,08,050	XLIV	In addition to this the balance of stores on the Bangalore-Hindupore section amounted to R2,933 on 31st December 1898.
							XLV	
							XLVI	
5,34,151	4,11,551	1,08,931	11,05,956	22,43,301	85,654	23,28,955	XLVII	
							XLVIII	
15,43,201	5,14,547	1,96,602	7,14,285	39,59,261	12,939	39,72,200	XLIX	
2,05,996	3,75,300	1,67,577	7,04,646	15,81,278	—12,008	15,69,270	L	* The difference of R79,118 between the closing balance of 1897 and the opening balance of 1898 is explained to be due to errors in posting the Chittagong stores priced ledgers which have since been adjusted.
11,40,590	2,979	1,33,939	2,44,700	18,27,275	65,441	18,92,716		
				1,51,76,953	6,76,627	1,58,53,580		
							LI	
							LII	
20,664	...	599	278	25,271	1,851	27,122	LIII	
				25,271	1,851	27,122		
666	263	...	1,345	2,273	...	2,273	LIV	
							LV	
...	...	...	...	*Nil*	*Nil*	*Nil*	LVI	
							LVII	
							LVIII	
14,611	17,335	3,387	25,497	76,789	...	76,789	LIX	
							LX	
							LXI	
22,138	...	...	...	22,138	905	23,043	LXII	
				1,01,200	905	1,02,105		
				1,53,03,424	6,79,383	1,59,82,807		
				4,68,32,232	33,54,232	5,01,86,464		

STATEMENT

Stores transactions on the standard

Classification No.	Railways.	Total balance on the 1st January 1898.	Receipts during the year.	Issues during the year.	Balance in A — Bridgework.	Balance in B — Engineers' plant.	Balance in C — Workshop machinery.
	Brought forward (standard gauge)	₹ 4,94,49,081	₹ 8,75,77,531	₹ 9,01,94,380	₹ ...	₹ ...	₹ ...
	Brought forward (metre gauge)	1,68,40,127	2,13,72,499	2,29,09,202	...	...	...
	METRE GAUGE—*concld.*						
	Assisted Companies—*concld.*						
	(Under construction.)						
LXIII	Nilgiri	Exempted from submitting the statement of stores transactions.					
	Lines owned by Native States and worked by Companies.						
LXIV	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					
LXV	Kolhápur						
LXVI	Yesvantpur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXVII	Mysore-Nanjangúd						
	(Under construction.)						
LXVIII	Birur-Shimoga	2,58,688	3,39,065	4,51,604	195	4,396	228
LXIX	Hyderabad-Gódávari Valley	...	26,54,991	10,79,261	70,752	18,573	1,207
LXX	Shoranur-Cochin	There were no stores transactions during 1898.					
	TOTAL	2,58,688	29,94,056	15,30,865	...	...	...
	Lines owned and worked by Native States.						
LXXI	Jodhpur-Bikaner—						
	Jodhpur section	1,18,433	11,39,097	11,32,339	116	...	...
	Bikaner section						
LXXII	Udaipur-Chitor	2,69,457	18,463	2,73,471	...	375	526
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	2,85,489	10,27,393	10,54,409	10,609	13,866	1,481
LXXIV	Jetalsar-Rájkot	Included in the stores transactions of the Bhávnagar-Gondal-Junágad-Por.					
LXXV	Jámnagar						
LXXVI	Dhrángadrá						
	(Under construction.)						
LXXVII	Jaipur	...	6,112	5,360	259	...	...
	TOTAL	6,73,379	21,91,065	24,65,579	...	...	...
	TOTAL METRE GAUGE	1,77,72,194	2,65,37,620	2,69,05,646	...	...	...
	GRAND TOTAL	6,72,21,275	11,41,35,151	11,71,00,026	...	...	...

No. 1—*concld.*

and metre gauge railways during 1898.

HAND ON THE 31ST OF DECEMBER 1898.				TOTAL BALANCE ON THE 31ST DECEMBER 1898.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1898.	GRAND TOTAL AT DEBIT OF STORES.	Classification No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials.	Tools and stores.					
₹	₹	₹	₹	₹	₹	₹		
...	...	...	...	4,68,32,232	33,54,232	5,01,86,464		
...	...	...	...	1,53,03,424	6,79,383	1,59,82,807		
							LXIII	
							LXIV	
							LXV	
							LXVI	
							LXVII	
1,03,842	776	13,372	22,340	1,46,149	...	1,46,149	LXVIII	
13,57,267	1,572	98,498	...	15,75,730	...	15,75,730	LXIX	* No statement of stores transactions was received for 1897.
...	...	...	...	...	...	...	LXX	
...	...	...	...	17,21,879	...	17,21,879		
70,318	9,167	336	45,254	1,25,191	27,19,000	28,44,191	LXXI	Includes the store transactions of the North Bikanir, Bikaner-Bhatinda railway.
9,900	...	...	3,648	14,449	...	14,449	LXXII	
81,566	38,270	—7,089	1,19,770	2,58,473	...	2,58,473	LXXIII	
							LXXIV	
bandar railway.							LXXV	
							LXXVI	
...	...	...	493	752	...	752	LXXVII	
...	...	...	...	3,98,865	27,19,000	31,17,865		
...	...	...	...	1,74,24,168	33,98,383	2,08,22,551		
...	...	...	...	6,42,56,400	67,52,615	7,10,09,015		

Miscellaneous.

East Indian Railway (standard gauge).

23 The following statement shows the total quantity of the oils manufactured in the company's oil mills at Manauri during 1898, as compared with the previous year:

Description.	1897. Total quantity manufactured.	1897. Total quantity of manufactured oil consumed.	1897. Average cost per cwt. during 1897.	1898. Total quantity manufactured.	1898. Total quantity of manufactured oil consumed.	1898. Average cost per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	33,766¼	31,540	17 9 10·31	29,606¾	30,792½	16 1 4·32
Linseed „ boiled	478¾	505	21 15 6·52	649¾	639½	20 2 9·44
„ „ raw	1,258¾	1,388	20 14 9·94	1,602¾	1,573½	17 15 2·21

The following statement shows the consumption of oils purchased during 1898, as compared with the previous year:

	1897. Total quantity purchased.	1897. Total quantity of purchased oil consumed.	1897. Rate per cwt. during 1897	1898. Total quantity purchased	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Kerosine oil	8,439	8,027	8 4 2	13,321	13,500	5 3 3·868
Mineral „	5,618½	4,107½	9 3 8	7,348	7,605	8 2 0

Bengal Central Railway (standard gauge).

24. There was no oil mill of its own maintained by the railway.

The following statement shows the consumption of the oils purchased during 1898 as compared with the previous year:

Description.	1897. Total quantity purchased.	1897. Total quantity of purchased oil consumed.	1897. Rate per cwt. during 1897.	1898. Total quantity purchased	1898. Total quantity of purchased oil consumed,	1898. Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	654	549	18 14 4	691	646	17 11 3
Mineral oil	638	618	7 10 0	437	425	7 10 2
Kerosine oil	286	192	7 14 1	667	721	6 2 2

* Includes 63 cwt. of cylinder oil at R44 per cwt.

Bengal-Nágpur Railway (standard gauge).

25. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897. Total quantity purchased.	1897. Total quantity of purchased oil consumed.	1897. Rate per cwt. during 1897.	1898. Total quantity purchased.	1898. Total quantity of purchased oil consumed.	1898. Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt. qr. lb.	Cwt. qr. lb.	R a. p.
Castor oil { ordinary	3,268·802	2,948·929	18 15 3	3,785 0 14	3,741 2 0	15 12 0
Castor oil { refined	2,146·194	1,543·502	19 5 6			
Linseed oil { raw	128·000	111·250	22 10 2	59 1 6	89 3 8	16 12 0
Linseed oil { boiled	136·053	133·334	23 12 9	129 1 1	140 0 21	19 3 9
Mineral oil	1,054·759	1,149·285	8 7* 6	2,976 0 8	1,955 0 20	8 7 0
Kerosine oil	1,395·901	1,314·689	11 8 3	1,632 3 21	1,561 3 16	9 15 2

Indian Midland Railway (standard gauge).

26. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

DESCRIPTION.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	4,976	4,682	19 6 0	5,650	4,765	16 12 0
	Gallons.					
Linseed oil . . .	3,033	2,995	1 14 10	3,699	4,246	1 11 10
Kerosine oil . . .	25,930	20,711	0 10 6	16,953	20,711	0 10 6

North Western State Railway (standard gauge).

27. The following statement shows the total quantity of oils manufactured in the North Western State railway oil mills at Lahore during 1898, as compared with the previous year:

DESCRIPTION.	1897.			1898.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1897.	Total quantity manufactured.	Total quantity of manufactured oil consumed.	Average cost per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	20,627	20,605	17 13 3	20,821	21,960	15 15 4
Linseed oil, raw and boiled.	1,700	1,453	21 9 5	1,587	1,440	17 8 2
Mixed oil (castor and kerosine)	4,030	3,830	16 12 0	3,286	3,401	14 7 2

The decreases in rates of oils manufactured in 1898 were due to the lower rates paid for seeds.

The following table shows the consumption of oils purchased during 1898, as compared with the previous year:

DESCRIPTION.	1897.					1898.				
	Quantity in hand at beginning of the year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1897.	Quantity in hand at beginning of the year.	Quantity purchased during the year.	Total.	Quantity consumed during the year.	Rate during 1898.
	Cwt.	Cwt.	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	Cwt.	Cwt.	R a. p.
Kerosine oil .	19,643	978	20,621	11,388	6 14 0 per cwt.	9,233	8,094	17,327	14,645	6 8 6 per cwt.
Mineral oil .	2,670	8,355	11,025	7,548	11 3 0 per cwt.	3,477	8,646	12,123	5,780	8 12 3 per cwt.

Oudh and Rohilkhand State Railway (standard gauge).

28. Canadian oil continues to be used for lubricating purposes, and R31,027 worth was consumed during the year against R23,675 worth in the previous year.

Eastern Bengal State Railway system (standard, metre and narrow gauges).

29. There is no oil mill on this line.

The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil	5,529	4,601	17 11 0	5,358	4,996	17 3 2
Linseed oil	623	677	21 13 0	822	815	18 10 0
Mineral oil	7,539	6,852	8 4 7	7,774	7,192	8 3 8
Kerosine oil	4,525	4,335	8 2 2	4,421	4,138*	7 7 1

East Coast State Railway (standard gauge).

30. The following statement shows the consumption of the oils purchased during the year 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Kerosine oil	785	844	13 1 6	1,108	1,033	12 3 0
Linseed oil	57	89	25 12 4	141	110	18 8 6
Castor oil	1,247	1,264	16 8 0	2,243	1,664	16 12 0
Vacuum axle, class A	1,944	1,944	9 8 0	2,219	1,605	9 10 0
Cylinder oil	60	60	18 0 0	82	44	21 0 0
Oil crank case	...	...	...	20	20	9 4 10
Cocoanut oil	413	381	21 8 0	59	103	21 7 0
Turpentine	15	25	27 6 9	43	115	28 15 0

Bombay, Baroda and Central India Railway (standard gauge).

31. The following statement shows the total quantity of oils manufactured in the railway company's oil mills at Sabarmati during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity manufactured.	Total quantity of manufactured oil consumed, (a)	Average cost per cwt. during 1897.	Total quantity manufactured.	Total quantity of manufactured oil consumed. (a)	Average cost per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil, lubricating	26,220	*27,644	20 0 6	20,311	20,182	16 7 9
Castor oil, burning	6,189	6,132	20 0 0	5,866	5,259	16 7 1
Linseed oil	1,192	*1,403	18 13 5	1,994	1,787	16 0 2
Rape oil	1,489	1,393	21 9 1	...	*409	...
Mixed lubricating oil	5,447	5,107	11 0 5	5,958	*6,232	11 2 6
Vegetable mixed oil	...	...	...	1,824	1,824	15 14 1

* Includes portion of balance of previous years.

(a) Includes sales to foreign lines and private individuals.

The decrease in the rate of castor oil, both pure and burning, was due chiefly to a lower price paid for seed in 1898, *viz.*, ₹5-14-10 per cwt. against ₹7-7-4 in 1897.

Linseed oil was not manufactured in the mills in 1898, but was purchased locally by contract. It was boiled at the mills as required.

Rape oil was not manufactured in the mills in 1898. The consumption during 1898 was from the balance of the previous year.

The slight increase in the cost of mixed lubricating oil was due to variations in the proportions of the different classes of oils used in preparing it.

Vegetable mixed oil is mixture of castor and vegetable oil which was introduced in 1898. It is used in place of pure castor oil as it costs less.

The following statement shows the consumption of the principal oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1897 per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1898 per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Cocoanut oil, coloured	1,547	1,448	18 8 8	1,114	1,534	17 14 9
Kerosine oil	3,417	*4,150	5 7 11	4,073	3,801	6 8 5
Linseed oil	...	...	.....	1,994	1,994	15 9 5
Petroleum oil	5,729	64,463	6 12 6	2,829	2,829	6 12 4

Madras Railway (standard gauge).

32. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	3,418	3,419	16 5 8	3,747	3,723	16 7 5
Linseed oil	139	335	22 4 8	328	267	17 5 6
Mineral oil	...	...	....	...	...	...
Kerosine oil	5,845	6,008	8 3 9	6,826	6,721	7 14 2

Bengal and North-Western Railway, including the Ganges-Gogra Doab Railways, Tirhoot State Railway and Hajipur Katihar Extension (metre gauge).

33. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	3,098	3,111	16 9 5	3,292	3,000	16 9 3
Linseed oil	384	472	20 12 10	698	663	15 3 3
Mineral oil	2,407	2,384	8 7 7	2,178	2,240	8 5 5
Kerosine oil	2,542	2,147	9 1 4	1,701	2,311	7 14 9

* Includes stock of previous years.

Rajputana-Malwa Railway (metre gauge).

34. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Average rate during 1898.
			₹ a. p.			₹ a. p.
Castor oil	406 tons	374 tons	14 12 2 per cwt.	433 tons	429 tons	22 4 3 per cwt.
Linseed oil (boiled)	2,630 gals.	* 2,933 gallons	1 12 2 per gal.	2,990 gals.	* 3,346 gallons	1 9 1 per gal.
„ (raw)	2,350 „	* 2,891 „	1 12 0 „	3,242 „	2,770 „	1 10 0 „
Mixed oil	135 tons	* 141 tons	10 10 11 per cwt.	177 tons	171 tons	12 2 3 per cwt.
Kerosine oil	67,016 gals.	60,946 gallons	0 8 6 per gal.	66,632 gals.	66,556 gallons	0 8 1 per gal.
Cocoanut oil	*Nil*	* 1 ton	18 2 0 per cwt.	3 tons	2 tons	18 2 5 per cwt.
Petroleum	121 tons.	* 127 tons	8 3 0 „	*Nil*	* 6 „	7 13 5 „

Southern Mahratta Railway (metre gauge).

35. The company have no oil manufactory. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Quantity purchased.	Quantity issued.	Rate per cwt.	Quantity purchased.	Quantity issued.	Rate per cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Axle oil	2,092	1,919	8 12 5	1,584	1,888	8 11 0
Castor oil	661	649	16 3 6	629	577	19 4 6
Cocoanut oil	3,709	3,818	19 14 7	2,570	3,129	20 6 5
Engine cleaning oil	...	...	...	10	½	13 12 0
Kerosine oil	3,147	3,375	11 1 0	3,764	3,549	8 5 11
Lubricating oil, cylinder	68	205	12 2 5	313	309	10 13 0
„ „ mineral	...	713	8 13 0	...	...	...
Linseed oil	390	397	22 10 0	327	309	23 6 7
Gas oil	...	...	...	145	117	7 13 2
Mineral oil, crank case	...	...	...	524	187	12 8 0

South Indian Railway (metre gauge).

36. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	3,025	2,755	18 5 8	2,530	2,598	18 8 9
Cocoanut oil	4,902	4,902	18 13 5	4,701	4,671	17 13 5
Kerosine oil	2,166	2,166	8 4 3	2,230	2,185	6 10 2
Lubricating oil	1,112	1,112	9 0 5	1,809	1,604	9 10 6
Linseed oil	588	402	15 15 5	492½	375½	24 13 7

* Includes stock of previous years.

Assam-Bengal Railway (metre gauge).

37. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate of cwt.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	755	646	20 0 0	770	719	19 8 0
Cocoanut oil	46	56	23 0 0	94	56	20 4 0
Kerosine oil	463	394	7 12 0	1,072	787	6 12 0
Rangoon oil	537	680	5 5 0	904	796	6 5 0
Linseed oil, raw	34	11	25 0 0	18	66	21 0 0
„ „ boiled	49	54	28 0 0	56	66	21 12 0
Mineral oil, other than Rangoon	800	589	14 8 0	909	931	16 1 0

Burma Railways (metre gauge).

38. The following statement shows the issues of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil issued.	Rate per cwt. during 1898.
	Cwt.	Cwt.	₹ a. p.	Cwt.	Cwt.	₹ a. p.
Castor oil	1,869	1,690	20 11 4	1,900	1,710	21 0 0
Cocoanut oil	1,266	1,513	20 2 11	1,623	1,633	19 9 7
Linseed oil, raw and boiled	108	107	23 6 4	141	106	20 1 3
Kerosine oil	1,650	1,740	7 14 4	1,914	1,970	8 6 5
Petroleum oil, lamp	1,333	1,050	12 11 8	1,078	1,330	12 15 0
„ „ cylinder	540	469	11 6 9	407	492	19 2 6
„ „ axle heavy	4,044	4,077	7 0 0	4,110	4,412	7 0 0
„ „ engine cleaning	824	766	4 3 11	1,010	1,016	4 3 11
Earth oil, crude	945	965	3 0 5	1,245	1,307	1 13 6

Rohilkhand and Kumaon Railway, including Lucknow-Bareily Railway (metre gauge).

39. Castor oil is used for lighting, and castor oil with an admixture of axle oil for lubricating the coaching and goods vehicles.

The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil . . .	809	785	16 4 0	860	903	14 12 0
Linseed oil, boiled . .	32	35	23 10 0	71	72	20 10 0
Axle oil . . .	100	149	8 12 0	100	142	8 12 0
Kerosine oil . . .	289	255	9 0 0	231	246	7 14 0

Bengal Dooars Railway (metre gauge).

40. There are no railway oil mills on this line.

The following statement shows the consumption of the oils purchased during 1898 as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil . . .	79·67	81	29 7 0	87·86	77·86	28 0 0
Linseed oil . . .	...	4·55	33 1 0	7·23	6·35	33 7 1
Mineral oil . . .	...	...	...	...	...	...
Kerosine oil . . .	30·47	39·37	9 4 0	36·56	32·56	9 4 2

Dibru Sadiya Railway (metre gauge).

41. The railway has no oil mills of its own. The oils were purchased from the Refinery Company, Margherita, Assam, and Calcutta.

The following statement shows the consumption of the oils purchased during the year 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil . . .	518	475	18 0 0	181	172	17 12 10
Linseed oil . . .	29	28	27 13 0	20	14	22 9 9
Mineral oil . . .	4	4	5 8 0	25	13	5 8 0
Kerosine oil . . .	58	55	8 1 3	3	3	6 1 2

Jodhpur Bikaner Railway (metre gauge).

42. No oils are manufactured by the railway.

The following statement shows the consumption of the oils purchased during the year:

	Total quantity purchased.	Total quantity issued.	Rate per cwt.
	Cwt.	Cwt.	R a. p.
Castor oil	775	754	19 14 6
Vacuum oil	161	156	16 9 0

Bhávnagar Gondal-Junágad-Porbandar Railway, including Jetalsar-Rájkot, Jámnagar and Dhrángadrá Railways (metre gauge).

43. The following statement shows the consumption of the oils purchased during 1898, as compared with the previous year:

Description.	1897.			1898.		
	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1897.	Total quantity purchased.	Total quantity of purchased oil consumed.	Rate per cwt. during 1898.
	Cwt.	Cwt.	R a. p.	Cwt.	Cwt.	R a. p.
Castor oil . . .	448	434	18 1 0	384	380	17 14 6
Cocoanut oil . . .	614	599	19 13 0	664	673	18 11 9
Kerosine oil . . .	306	295	7 12 3	319	324	6 8 6
Linseed oil . . .	76	77	26 4 0	70	73	23 5 4

44. Of late years a certain quantity of mineral oil for lubricating purposes has been imported from America, Canada and elsewhere. Its use has been found economical to a certain extent on some lines, but it generally has to be mixed with a certain proportion of castor oil, especially in the hot weather, and on lines where castor oil of good quality can be cheaply obtained, the latter is generally preferred. The following statement shows the quantity of mineral oil imported by certain of the principal lines during 1898:

Statement showing the quantity of mineral oil imported during 1898.

Name of Railway.	Quantity of oil imported.				Remarks.
	Tons.	cwt.	qrs.	lbs.	
Bengal-Nágpur . .	182	...	...	...	From March 1897 to March 1899.
Indian Midland . .	9	14	0	19	
North Western . .	432	6	0	0	
Oudh and Rohilkhand .	180	8	3	14	
Eastern Bengal . .	332	19	0	0	
East Coast . . .	97	5	0	9	
Great Indian Peninsula .	336	0	0	0	
Bengal and North-Western . . .	93	7	0	23	
South Indian . .	79	0	1	12	
Burma . . .	17	4	2	10	
TOTAL .	1,760	5	1	3	or deducting a portion from the Bengal-Nágpur railway figures, say, a total of 1,700 tons.

Fuel consumption.

45. Particulars of the fuel consumption on railways will be found in chapter XI, Part I of the Administration Report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the standard and metre gauge railways during the year 1898:

East Indian Railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000 made up thus:

	£
Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1898 commuted capital stock and debentures and debenture stock to the extent of £11,749,156, had been paid for by the State by the creation of a "Debt" of £12,032,765+Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The balance of the commuted capital remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line, 1st January 1880, the capital transactions of the East Indian railway to the 31st December 1898 stand as follows:

	R	£	*Rx.*
Debt incurred in, or created for, the purchase of the line . . .	...	12,032,765 +	10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879 .	26,45,269		
Capital outlay on final heads .	6,82,95,739		
Carried over .	7,09,41,008	12,032,765 +	10,675

		₹	£	Rx.
Brought forward .		7,09,41,008	12,032,765	+ 10,675
Capital stores suspense		1,11,47,343		
		8,20,88,351		
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line .	₹ 84,87,507			
Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account	6,30,652			
		91,18,159		
		7,29,70,192		7,297,019
TOTALS .			12,032,765	+ 7,307,694

The expenditure during 1898 on final heads, including outlay on lines under construction, amounted to ₹1,31,57,353. The following are the principal works on which expenditure was incurred:

	₹
Háthras City branch	2,50,676
Moghal Sarai-Gya extension	63,38,168
Bárán-Daltonganj extension	71,790
Lillooah—land for new carriage shops . . .	1,31,052
Lillooah—transfer of carriage and wagon shops . .	1,89,210
Howrah—transfer of stores to salt golahs . . .	1,27,154
Asansol—additions and alterations	1,37,177
Improvement of fencing throughout the line . .	2,30,635
Ondál—additions and alterations	1,10,905
20 new engines and tenders	4,58,570
16 C. class engines	1,55,539
34 new tenders	3,52,158
66 brake vans	7,22,218
500 open-side wagons	10,59,632
200 third class carriages	1,61,416

The following figures show the comparison of annuity and interest charges for 1898 with net earnings:

	₹
Annuity	1,90,34,618
Interest—	
On debenture stock	16,86,467
On deferred annuity	42,29,915
On debentures paid off	14,18,674
On overdrawn capital	1,05,810
On capital, capital advance and stores accounts . .	18,35,563
TOTAL .	2,83,11,047
Net earnings, *less* contribution to the Provident Fund .	4,08,07,270
Excess of net earnings over charges for interest and annuity	1,24,96,223

The total capital outlay on the East Indian railway to the 31st December 1898, which has been adopted for statistical purposes in this report, as representing the cost of constructing the line, has been arrived at as follows:

		₹
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State		32,94,21,094
Outlay on final heads since purchase		6,82,95,739
Amount at debit of suspense		1,11,47,343
Balance of surplus stores on purchase of line		9,75,428
		40,98,39,694
Deduct—	₹	
Outlay on the Grand Chord line survey	1,44,434	
Outlay on the Moghal Sarai-Gya extension	1,10,55,652	
Outlay on the Bárán-Daltonganj extension	71,790	
		1,12,71,876
Outlay on open line to the 31st December 1898		39,85,67,728

Bengal Central Railway (standard gauge).

3. The total capital of the Company on the 31st December 1898 was as follows:

	£	£	₹
Capital authorized	1,000,000	1,000,000	
Capital raised and advanced—			
Share capital	500,000		
Advances by the Secretary of State for India under Act 51 Vic., Chap. 5	500,000	1,000,000	
Capital expenditure—			
On construction account			1,20,61,688
On stores in suspense			2,96,612
TOTAL		985,581	=1,23,58,300

	£	₹
Balance available of—		
Capital authorized	14,419	=2,00,466
Capital raised and advanced	14,419	=2,00,466

The expenditure during 1898 on final heads was ₹6,51,576, and was chiefly incurred on ballast and permanent-way and rolling-stock.

The following figures show the comparison of interest charges for 1898 with net earnings:

		₹
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3¼ per cent.		5,19,230
Net earnings, *less* ¼ share due to the Company:	£	
Net earnings	368,007	
Less—¼ share due to the Company	92,002	
		2,76,005
Deficit of net earnings below interest charges		2,43,225

Bengal-Nágpur Railway (standard gauge).

4. The total capital account of the railway on the 31st December 1898 stood as under:

	£	£	£
Capital authorized—			
Open line—			
Share capital	3,000,000		
Debentures	1,625,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372	7,758,372	= 10,13,55,631
Extensions—			
Debentures	1,375,000		
Advances by Government in India	1,785,631	3,160,631	= 5,12,13,438
			15,25,69,069
Capital raised and advanced—			
Open line—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,500,000		
Debentures at 2½ per cent.	125,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,372		
Capital not bearing interest	8,025	7,766,397	= 10,14,68,968
Extensions—			
Debentures at 3 per cent.	400,000		
Debentures at 2½ per cent.	975,000		
Capital not bearing interest	6,070		
Advances by Government in India	1,785,631	3,166,701	= 5,13,18,172
			15,27,87,140
Capital expenditure, open line—			
On construction account			9,80,44,199
On stores in suspense			21,06,465
On advances in suspense			68,339
			10,02,19,003
Extensions from Sini to Calcutta *vid* Khargpur and from Khargpur to Cuttack—			
On construction account			4,03,61,634
On stores in suspense			48,94,571
On advances in suspense			12,28,312
			4,64,84,517
			14,67,03,520
Balance available of—			
Capital authorized			58,65,549
Capital raised and advanced			60,83,620

The total capital outlay on final heads to the 31st December 1898 was distributed as follows:

	₹
Main line from Nágpur to Ásansol, including the branch line from Katni to Bilaspur and London establishment and other charges	9,56,56,716
Sambalpur branch—Jharsuguda to Sambalpur	20,86,739
Jherriah Coal survey	1,946
Raipur-Dhamtari feeder line	2,98,798
	9,80,44,199
Bengal-Nágpur railway extensions—Sini to Calcutta *viâ* Khargpur and from Khargpur to Cuttack	4,03,61,634
TOTAL	13,84,05,833

The expenditure during 1898 on final heads was ₹1,72,89,847.

The following are the principal works on which expenditure was incurred:

Open line—	
Works at Katni in connection with new junction with the Indian Midland railway	37,661
Fitting vacuum automatic brakes to engines, carriages and brake vans	1,01,792
Sini-Midnapore-Calcutta-Cuttack extensions—	
Preliminary expenses	3,17,107
Land	9,97,354
Formation	16,00,470
Bridgework	47,71,377
Fencing	66,438
Ballast and permanent-way	56,95,587
Stations and buildings	5,60,909
Plant	19,49,765
Raipur-Dhamtari feeder line—	
Ballast and permanent-way	2,27,016

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest—	
Open line—	
On subscribed capital at 4 per cent.	18,46,153
On debentures at 3 per cent.	6,92,307
On debentures at 2½ per cent.	48,077
On capital under Act 51 Vic., Chapter 5 at 3½ per cent.	13,79,999
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Sini-Midnapore-Calcutta-Cuttack extensions—	
On debentures at 3 per cent.	67,661
On debentures at 2½ per cent.	3,74,036
On over draft of capital in England being differences of rates of interest between 4½ and 3½ per cent.	—3,952
On expenditure incurred in India to 31st December 1898 at 3½ per cent.	8,24,752
TOTAL	54,23,186
Net earnings, *less* contribution to the Provident Fund	33,63,854
Deficit of net earnings below interest charges	20,59,332

Indian Midland Railway (standard gauge).

5. There was an increase in the capital of the Company during the year of £261,410 made up as under:

	£	£	R
Debenture bonds bearing interest at 3 per cent. per annum, repayable on 30th June 1905, raised in July and August to meet outlay on the main line	150,000		
Premium on the above	848		
Amount advanced by the Secretary of State to meet expenditure in India on the Saugor-Katni extension	110,562		
Capital authorized—			
Share capital	3,000,000		
Debentures	2,904,100		
Do. (Saugor-Katni extension)	250,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000		
	7,499,100	=	9,47,38,750
Advances by Government in India for Saugor-Katni extension	386,680	=	63,80,211
			10,11,18,961
Capital raised and advanced—			
Share capital	3,000,000		
Debentures at 3 per cent.	1,150,000		
„ at 2¾ „	171,200		
„ at 2½ „	1,582,900		
„ at 2½ „ (Saugor-Katni extension)	250,000		
Advances by Secretary of State at 3½ per cent.	1,345,000		
Capital not bearing interest	5,812		
„ „ (Saugor-Katni extension)	711		
Discount on 2½ per cent. debenture bonds	—12,500		
Advances by Government in India for Saugor-Katni extension	386,680		
	7,879,803		10,10,47,097
Capital expenditure—			
On construction account			8,78,26,283
„ „ (Saugor-Katni extension)			1,03,40,804
On stores in suspense			13,62,734
„ „ (Saugor-Katni extension)			1,11,894
On advances in suspense			14,659
„ „ (Saugor-Katni extension)			18,431
			9,96,74,805
Balance available of—			
Capital authorized			14,44,156
Capital raised and advanced			13,72,292

The expenditure during 1898 on final heads was R41,00,879.

The following are the principal works on which expenditure was incurred:

	R
Renewal of timber sleepers with Indian Midland railway pots on Scindia section	1,03,759
Capitalization of abatement of land revenue	1,72,893
Raising bank of Soodni bridge on Saugor branch	29,412
Rolling stock	44,922
Saugor-Katni extension	36,77,882

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹	₹
Interest—		
On subscribed capital at 4 per cent.	18,46,152	
On debentures at 3 per cent.	4,89,337	
On ,, at 2¾ ,,	72,431	
On ,, at 2½ ,,	7,04,961	
On advances by Secretary of State	8,68,180	
On overdrawn capital	9,975	
		39,91,036
Net earnings, *less* contribution to the Provident Fund		25,11,912
Deficit of net earnings below interest charges		14,79,124

Godhra-Rutlam-Nágdá Railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1898 was ₹1,76,17,386. There was no debit under the head of suspense.

The expenditure of the year on final heads was ₹1,61,125, and was incurred on land, formation, bridge work, stations and buildings and general charges.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	7,01,473
Net earnings, *less* contribution to the Provident Fund	6,48,326
Deficit of net earnings below interest charges	53,147

Wardha Coal Railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1898 was ₹49,96,325. There was no sum at debit of suspense nor any expenditure incurred during 1898.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,99,852
Net earnings	77,827
Deficit of net earnings below interest charges	1,22,025

Dhond-Manmád Railway (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1898 was ₹1,14,23,075. The amount held in suspense was ₹7,748.

The expenditure during 1898 on final heads was ₹20,866, and was chiefly incurred on fencing and stations and buildings.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	4,56,411
Net earnings	2,89,635
Deficit of net earnings below interest charges	1,66,776

Bezwada extension (East Coast State Railway) (standard gauge).

9. The total capital outlay on final heads of account to the 31st December 1898 amounted to ₹15,01,342. There was no sum at debit of suspense.

The expenditure during 1898 on final heads was ₹5,924 and was chiefly incurred on bridgework.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent	59,568
Net earnings, *less* contribution to the Provident Fund	95,390
Excess of net earnings over interest charges	35,822

Washermenpet-Ennúr section (Bezwada-Madras Railway) (standard gauge).

10. The total capital outlay on final heads of account to the 31st December 1898 was ₹5,99,150. There was no debit under the head of suspense.

The expenditure of the year on final heads was ₹6,532, and was chiefly incurred on bridgework.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	23,985
Net earnings, *less* contribution to the Provident Fund	18,440
Deficit of net earnings below interest charges	5,545

North Western State Railway (standard gauge).

11. In the capital account of the North Western State railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621; the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western State railway on the 31st December 1898 is made up as follows:

	£	₹
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	35,12,34,394
Suspense accounts	...	78,15,891
		36,19,20,755
Deduct—		
Receipts on capital account and value of assets made over by the Sind, Punjab and Delhi Railway Company	...	48,36,651
TOTALS	14,009,124	+ 35,70,84,104

The capital expenditure during 1898 on final heads of account amounted to R40,70,740, and was incurred chiefly on the following works:

	R
Doubling the line from Piprí to Kotri	1,61,881
Ballasting the Kotri-Rohri railway	1,66,301
Kotri junction arrangements, Loco. yard	69,659
Junction arrangements at Samasata	1,26,685
Constructing staff quarters for the Traffic Department on Robson's estate, Lahore	1,89,782
Ballasting 85 miles, Wazirabad-Lyallpur railway	91,401
Ballasting the Sind-Sagar railway	48,051
Purchase of the site of the Lunatic Asylum, Lahore	50,000
Purchase of land known as Robson's estate belonging to the Agra and Alliance Banks, Lahore.	67,683
Rolling stock for the Southern Punjab railway	20,39,851

The following figures show the comparison of interest charges for 1898 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	R	R	R
Interest on capital at 4 per cent. on the outlay to end of 1897, and at 2 per cent. on the outlay during 1898	43,19,927	13,94,900	1,71,03,318*
Net earnings, *less* contribution to the Provident Fund	—7,15,324	6,75,757	1,85,47,006
Excess of net earnings over interest charges	—50,35,251	—7,19,143	14,43,688

The total capital outlay on the North Western State railway to the 31st December 1898 which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State	11,88,73,361
State outlay on the North Western State railway system	35,12,34,394
	47,01,07,755
Amount held in suspense	78,15,891
Total outlay on the 31st December 1898 adopted for statistical purposes.	47,79,23,646

The approximate distribution of the outlay on final heads, *viz.*, R 47,01,07,755 shown above, between the commercial and military sections, is as follows:

		R
Commercial section—		
Main line and branches		32,71,01,943
Military section—		
Sind-Sagar and Khusálgarh branches	3,49,46,228	
Pishin section	10,80,59,584	
		14,30,05,812

Hyderabad-Shadipaili Railway (standard gauge).

12. The total outlay on final heads of account to the 31st December 1898 amounted to R18,37,796. There was no debit under the head of suspense nor any expenditure during 1898 on final heads.

* Including R86,35,849 on account of annuity for the two half-years payable on account of purchase money of the late Sind, Punjab and Delhi railway.

The following figures show the comparison of interest charges for 1898 with net earnings :

	₹
Interest on capital outlay at 4 per cent.	73,507
Net earnings	70,159
Deficit of net earnings below interest charges	3,348

Oudh and Rohilkhand State railway system (standard and metre gauges).

13. The Oudh and Rohilkhand guaranteed railway was purchased by the Government on the 1st January 1889, and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL	9,300,000

The share capital was acquired by the issue of £ 5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889 to the 31st December 1898, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand State railway system, stand as under :

	£	₹	₹
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049		
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations			2,30,87,659
Suspense accounts			18,79,440
	10,336,049		2,49,67,099
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
Receipts on capital account		1,65,787	
			34,67,840
Total—Oudh and Rohilkhand State railway	10,336,049	+	2,14,99,259
Cawnpore-Burhwal (metre gauge link)	...		24,00,107
TOTAL	10,336,049	+	2,38,99,366

The capital expenditure during 1898 on final heads of account was ₹33,85,344.

The following are the principal works on which expenditure was incurred:

	₹
Additional waterway, Ramgunga valley	77,352
Ballasting main line from Lucknow to Saháranpur	68,377
Renewal of 28 spans of 60 feet girders between Lucknow and Bareilly	40,647
Timber wharf and extension of goods platform at Cawnpore	41,578
Fencing with wire 20 miles of railway	42,452
Proposed protection works at the Gurrah Bridge, mile 314	55,575
Proposed spur bund at chain 1559·15, Ramgunga valley	37,273
Renewing girders of 10 spans and duplicating girders of 8 spans and 18 spans of Gurrah Bridge	51,517
Lighting vehicles by gas on Pintsch's system	1,03,193
Construction of Harrisganj overbridge at Cawnpore	50,384
Interlocking signals and points at Cawnpore (Oudh and Rohilkhand State railway)	35,999

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest	58,71,733
Net earnings, *less* contribution to the Provident Fund	53,07,727
Deficit of net earnings below interest charges	5,64,006

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand State railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal railway (metre gauge link), interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand State railway system including the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, and the Cawnpore-Burhwal railway (metre gauge link), to the 31st December 1898, *viz.*, ₹11,63,58,467, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1888	8,91,57,048
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1898 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1898 on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections	2,30,87,659
Do. do. on the Cawnpore-Burhwal (metre gauge link)	24,00,107
	11,46,44,814
Deduct—Receipts on capital account	1,65,787
	11,44,79,027
Amount held in suspense	18,79,44
Total outlay on the Oudh and Rohilkhand railway	11,63,58,467

Eastern Bengal State Railway system (standard, metre and special gauges).

14. In the capital account of the Eastern Bengal State railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1898 stood as under:

	£	₹
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension, since the 1st July 1884	...	3,08,12,940
Rajbari-Faridpur branch	...	7,17,488
Suspense accounts	...	29,56,525
		3,49,11,436
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*) Carried over	4,415,575	+3,41,83,556

	£	₹
Brought forward	4,415,575	3,41,83,556
Northern and Behar sections, including the Barsoi-Kissengung branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	4,16,00,696
Dacca section (*metre gauge*)	...	67,68,524
Teesta bridge	...	2,80,227
Cooch Behar-Santrabari extension (British section)	...	2,10,494
TOTALS	4,415,575	+ 8,30,43,497

The expenditure during 1898 on final heads was as follows:

	₹
Eastern and Southern sections, including Budge-Budge extension	10,67,586
Northern and Behar sections, including the Barsoi-Kissengunge and the Kaunia-Dharlla branches	6,90,504
Dacca section	22,583
Rajbari-Faridpur branch	5,92,415
Teesta bridge	2,35,710
Cooch Behar Santrabari extension (British section)	2,10,494
TOTAL	28,19,292

The principal works on which outlay was incurred are detailed below:

	₹
Eastern and Southern sections, including Budge-Budge extension—	
Five new sidings at Canal Junction	57,215
Additions and alterations to goods yard at Chitpore	25,959
Fitting the passenger trains on the Southern section with vacuum brakes	38,912
Land required for extending the loco. and goods yard at Chitpore	36,947
Eight brake-vans	43,961
Three hundred additional covered goods wagons	4,00,207
Laying three dead sidings east of Naihâti yard, and providing signal interlocking apparatus for the whole yard	46,675
Ballasting further 6 miles of Porádaha branch	42,470
Ghat station at Belgachi	55,140
Fakirabad line	1,02,560
Northern, including the Behar and Kaunia-Dharlla sections—	
200 iron-covered goods wagons, adapted for military purposes	3,14,901
40 additional 3rd class carriages (metre gauge)	35,781
200 iron-covered goods wagons	34,226
16 intermediate and 3rd class composite carriages	32,844
11 six-wheeled 1st and 2nd class composite carriages	42,151
Additional rolling stock, for Brahmaputra-Sultanpur branch railway	1,63,990

The following figures show the comparison of interest charges for 1898 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	₹	₹	₹
Interest on capital outlay at 4 per cent.	40,34,993†	16,59,081	2,70,302
Net earnings, *less* contribution to the Provident Fund	50,47,153	30,08,848	2,79,064
Excess of net earnings over interest charges	10,12,160	13,49,767	8,762

The total capital outlay on the Eastern Bengal State railway system to the 31st December 1898, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	3,08,12,940
Rajbari-Faridpur branch	7,17,488
Suspense accounts	29,56,525
Total outlay on Eastern and Southern sections (*standard gauge*)	6,94,19,162
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (*2′ 6″ gauge*) branch	4,16,00,696
Dacca section (*metre gauge*)	67,68,524
Teesta bridge	2,80,227
Cooch Behar-Santrabari extension (British section)	2,10,494
TOTAL	11,82,79,103

Calcutta Port Commissioners' Railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1898 was ₹71,28,712. There was no debit under the head of suspense.

The expenditure during 1898 on final heads of account amounted to ₹50,107, and was chiefly incurred on doubling the railway at Fort Point.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest and Sinking Fund at 6·00, 6·14 and 7·14 per cent. on Government and debenture loans	1,21,424
Net earnings	1,49,581
Excess of net earnings over interest charges	28,157

* Including the Barsoi-Kissengunge and Kaunia-Dharlla branches; Teesta bridge and Cooch Behar-Santrabari extension.

	₹
† Simple interest	16,61,630
Annuities in purchase of the line and interest on debt	23,44,609
Simple interest on Rajbari-Faridpur extension	28,754
TOTAL	40,34,993

East Coast State Railway (standard gauge).

16. The total capital outlay on final heads of account to the 31st December 1898 was ₹5,57,69,402. The amount held in suspense was ₹13,17,866.

The expenditure during 1898 on final heads of account amounted to ₹7,62,222 and was chiefly incurred on ballast and permanent-way, stations and buildings and rolling-stock.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	22,79,057
Net earnings, *less* contribution to the Provident Fund	6,51,393
Deficit of net earnings below interest charges	16,27,664

Great Indian Peninsula Railway (standard gauge).

17. The capital transactions of the Company on the 31st December 1898 stood as follows:

	£	£	₹
Main line—			
Capital authorized—			
Stock and shares	20,000,000		
Loans	6,666,666		
		26,666,666 =	29,09,09,084
Capital subscribed—			
Stock and shares	20,000,000		
Debenture stock £2,701,450			
Less—Discount „ 225,891			
	2,475,559		
Loans at 3 per cent.	1,068,800		
Loans at 2¾ per cent.	300,000		
Loans at 2½ per cent.	1,602,100		
Capital not bearing interest	286,056		
		25,732,515 =	28,07,18,345
		£	₹
Capital expenditure—			
On construction account		25,308,034 =	27,60,87,648
On stores in suspense		468,263 =	51,08,319
On advances in suspense		*—35,471* =	*—3,86,952*
		25,740,826	28,08,09,015
Balance available of—			
Capital authorized		925,840 =	1,01,00,069
Capital subscribed		*—8,311* =	*—90,670*

Extensions.

Subscribed capital—	£		₹
*Loans at 3 per cent.	250,000		
Capital not bearing interest	271		
TOTAL	250,271	=	37,77,529
Capital expenditure—			
On construction account	63,194	=	9,58,502
On stores in suspense	4,658	=	70,495
On advances in suspense	*—26*	=	*—392*
TOTAL	67,826	=	10,28,605
Balance available of—			
Capital subscribed	182,445	=	†27,48,924

* Authorised against the above balance of borrowing powers of the Great Indian Peninsula Railway Company.
† At 15·9287d per Rupee.

The expenditure on final heads of account during and to end of 1898 was as follows:

	During 1898.	To end of 1898.
	₹	₹
Main line	4,91,436	27,60,87,648
Extensions	9,58,502	9,58,502
TOTAL	14,49,938	27,70,46,150

The following are the principal works on the main line on which expenditure was incurred:

	₹
Additions and alterations to the Thána station	26,427
Additional house accommodation for the railway police in the Bombay Presidency	44,228
Renewal of Ehegaon viaduct girders	30,700
Additional machinery for the locomotive workshops at Parel, Igatpuri and Bhusaval	78,543

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest—	
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3 per cent.	3,92,077*
On debentures at 2¾ per cent.	90,000
On debentures at 2½ per cent.	4,36,936
On debenture stock at 4 per cent.	11,78,815
On overdrawn capital at 3½ per cent.	132
	1,30,07,051
Payment to Government in respect of State lines worked by the Company	4,45,500
TOTAL	1,34,52,551
Net earnings, *less* contribution to the Provident Fund and irrecoverable outstandings† written off	1,45,47,554
Excess of net earnings over interest charges and rent of leased lines for 1898	10,95,003

Bombay, Baroda and Central India Railway (standard gauge).

18. The 3½ per cent. debenture loans of 1891, amounting to £232,000 and £556,500, matured and were cleared as follows:—The first was renewed at a reduced rate of 2½ per cent. with a discount of 1 per cent., which amounted to £2,320 and was debited to capital not bearing interest. Of the second, £205,500 was paid off with funds advanced by the Secretary of State and £351,000 was renewed at 3 per cent. During the year a new 3 per cent. debenture loan of £400,000 was raised realizing a premium of £1,483, which was added to capital not bearing interest. The payment for commission and stamp duties amounting to £2,997 in connection with the issue of the new loan was treated as a charge against capital in the accounts.

The capital transactions of the Company at the close of 1898 stood as follows:

	£	£	₹
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	4,863,500		
		11,113,500 =	12,12,38,182
Carried over		11,113,500	12,12,38,182

* Includes ₹42,288 on account of interest on £250,000 debentures of the extensions.
† ₹25,214.

	£	£	₹
Brought forward .		11,113,500	12,12,38,182
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,300,300		
Debenture bonds at 3 per cent. .	1,051,000		
Debenture bonds at 2½ per cent. .	1,081,400		
Capital not bearing interest .	27,731		
		9,710,431 =	10,59,31,977
Capital expenditure—		£	₹
On construction account		9,599,929 =	10,47,26,496
On stores in suspense		388,318 =	42,36,198
On advances in suspense		—36,900 =	—4,02,550
		9,951,347 =	10,85,60,144
Balance available of—			
Capital authorized		1,162,153 =	1,26,78,038
Expenditure in excess of—			
Capital subscribed		240,916 =	26,28,167

The total capital outlay, including the State expenditure of ₹8,08,405 on the Pátri branch to the 31st December 1898, is distributed as follows:

		₹
Main line—Bombay to Sábarmati (including London establishment and other charges)		9,73,30,258
Wadhwán extension—Sábarmati to Wadhwán . .		43,00,710
Ánand-Godhra branch—Ánand to Godhra . . .		29,40,920
Pátri branch—Viramgám to Khárághoda	Company's outlay	1,51,605
	State outlay	8,08,405
Dhejbara survey		3,003
	TOTAL .	10,55,34,901

The expenditure during 1898 on final heads was ₹20,06,737.

The following are the principal works on which expenditure was incurred:

	₹
New administrative offices at Church Gate . . .	68,157
Doubling the main line between Virár and Pálghar . .	55,765
Doubling the main line between Dhanu and Sachin . .	3,61,438
Doubling the main line between Armoli and Itola . .	3,11,944
Renewing Warren girder bridges	3,24,166
Converting 50 "C" class steel open wagons into ballast wagons	88,617
58 open steel wagons for the Nágdá-Ujjain railway .	99,204
12 engines and tenders for the Tápti Valley railway .	94,419
6 goods engines for the Nágdá-Ujjain railway . .	1,78,865
42 open steel wagons for the Rutlam-Nágdá section .	70,599

The following figures show the comparison of interest charges for 1898 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3½ per cent.	1,88,800
On debentures at 3 per cent.	1,82,019
On debentures at 2½ per cent.	2,89,655
On overdrawn capital at 3½ per cent.	64,431
TOTAL .	48,43,250
Net earnings, *less* contribution to the Provident Fund .	87,42,205
Excess of net earnings over interest charges . .	38,98,955

Madras Railway (standard gauge).

19. The capital transactions of the Company at the close of 1898 st
follows:

Main line—

Capital authorized—

	£	£	£
Stock and share capital		10,257,630	
Debenture bonds		3,319,210	
		13,576,840	= 14,81,10,982

Capital subscribed—

	£	£	£
Share capital	8,318,080		
Debenture bonds converted into stock	1,939,550		
	10,257,630		
Loans at 3½ per cent.	100,000		
„ „ 3 „	332,700		
„ „ 2¾ „	60,000		
„ „ 2½ „	405,300		
Capital not bearing interest	7,258	11,162,888	= 12,17,76,962

Capital expenditure—

On construction account	10,959,912		
On stores in suspense	219,528		
On advances in suspense	—7,423	11,172,017	= 12,18,76,554

Balance available of—

Capital authorized	2,404,823 =	2,62,34,428
Capital subscribed	—9,129 =	—99,592

Extensions—

Capital authorized—

	£	£	£
Loans	100,000		
Less—Discount	1,000		
		99,000	14,99,213

Capital subscribed—

Debentures at 2½ per cent.	100,000		
Less—Discount	1,000		
		99,000	14,99,213

Capital expenditure—

On construction account	22,014		
On stores in suspense	3,441		
On advances in suspense	155		
		25,610	3,93,436

Balance available of—

Capital authorized	73,390	11,05,777*
Capital subscribed	73,390	11,05,777*

The expenditure on final heads of account during and to end of 1898 was as follows:

	During 1898. £	To end of 1898. £
Main line	3,98,229	11,95,62,675
Extensions	2,88,407	3,39,034
TOTAL	6,86,636	11,99,01,709

* £73,390 @ 15·9287*d.* per Rupee.

The following are the principal works on the main line on which expenditure was incurred :

	R
Fitting automatic vacuum brake gear for 6 engines and 200 carriages	37,863
Alterations and additions to Bangalore City station	87,623

The following figures show the comparison of interest charges for 1898 with net earnings:

	R
Interest—	
On subscribed capital—	
At 5 per cent.	47,76,910
At 4¾ „	5,18,161
At 4½ „	2,45,455
On debentures—	
At 3½ per cent.	35,455
At 3 „	1,08,884
At 2¾ „	18,000
At 2½ „	1,10,536
	58,13,401
Add—Difference of exchange for interest on cost of Arcot-Ranipet branch	202
Interest on capital subscribed for the Calicut-Cannanore extension £100,000 @ 2½ per cent.	38,553
Interest on overdrawn capital	3,348
TOTAL	58,55,504
Net earnings, *less* contribution to the Provident Fund	54,12,657
Deficit of net earnings below interest charges	4,42,847

Delhi-Umballa-Kalka Railway (standard gauge).

20. The capital of the Company consists of—

Capital authorized and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

The expenditure on final heads of account to the 31st December 1898 amounted to R1,53,43,587, which includes R5,76,918 on account of interest on capital during construction.

The amount held in suspense was a credit of R35,697.

The expenditure during 1898 on final heads was R20,452 and was incurred chiefly on ballast and permanent-way.

Tarkessur Railway (standard gauge).

21. The total capital outlay on final heads of account to the 31st December 1898 was R17,77,085. There was no sum at debit of suspense.

The expenditure of the year was R19,925, and was chiefly incurred on stations and buildings.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1898 was R2,22,39,478. The amount held in suspense was R1,23,173.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹	₹
Interest on capital on which rebate is calculated	7,29,810	
Add—Interest on expenditure on Narwana-Kaithal branch not yet accounted for	9,945	
		7,39,755
Net receipts for the year 1898	6,62,951	
Add—Adjustment of previous half-years	7,500	
		6,70,451
Rebate	66,859	
Adjustment on account of half-year ending 31st December 1898	63	
Deficit of net earnings below interest charges		66,922

Tapti Valley Railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1898 was ₹57,55,897. The amount held in suspense was ₹25,14,516.

The expenditure during 1898 on final heads was ₹22,01,126,* and was incurred on the construction of the line and the payment to the shareholders of interest on the capital subscribed.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	2,14,332
Net earnings *less* contribution to the Provident Fund	1,456
Deficit of net earnings below interest charges	2,12,876

Khámgaon and Amráoti Railways (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1898 was ₹5,22,150 on the Khámgaon railway, and ₹4,54,499 on the Amráoti railway. There was no debit under the head of suspense on the Khámgaon railway, while the amount held in suspense on the Amráoti railway was ₹6,387.

There was no expenditure during 1898 on final heads on the Khámgaon railway; the expenditure on final heads on the Amráoti railway was ₹2,053, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1898 with net earnings:

	Khámgaon railway.	Amráoti railway.
	₹	₹
Interest on capital outlay at 4 per cent.	20,892	18,097
Net earnings	24,326	39,172
Excess of net earnings over interest charges	—3,434	21,075

Bina-Goona Railway (standard gauge).

25. The total capital outlay on final heads of account to the 31st December 1898 was ₹49,26,209. There was no debit under the head of suspense.

The expenditure during 1898 on final heads was ₹4,585 and was incurred on stations and buildings.

Bhopal-Ujjain Railway (standard gauge).

26. The total capital outlay on final heads of account to the 31st December 1898 was ₹75,85,789. There was no debit under the head of suspense.

The expenditure during 1898 on final heads was ₹49,609 and was chiefly incurred on stations and buildings.

* Expenditure during the second-half of 1898 only. The figures for the first-half are not available.

Bhopal-Itársi Railway (standard gauge).

27. The total capital outlay on final heads of account to the 31st December 1898 was ₹73,24,365, divided between the Government of India and the Bhopal Darbar as under:

	₹
Government of India	23,24,365
Bhopal Darbar	50,00,000.

There was no debit under the head of suspense.

The expenditure during 1898 on final heads was ₹27,231, and was chiefly incurred on fencing and ballast and permanent-way.

The following figures show the comparison of interest charges for 1898 with net earnings:

	Government of India.	Bhopal Darbar.
	₹	₹
Interest on capital outlay at 4 per cent.	92,476	2,00,000
Net earnings, *less* contribution to the Provident Fund	79,435	1,71,375
Deficit of net earnings below interest charges	13,041	28,625

The Nizam's Guaranteed State Railway (standard gauge).

28. The total capital of the company on the 31st December 1898 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,225,000	
		3,225,000
Capital expenditure—		
On construction account	3,182,503	
On stores in suspense	37,885	
		3,220,388
Balance available of—		
Capital authorized		779,612
Capital subscribed		4,612

The total capital outlay on final heads of account to the 31st December 1898 was ₹4,05,17,380, and the amount held in suspense ₹5,37,069.

The expenditure during 1898 on final heads was ₹1,39,217, and was chiefly incurred on formation, bridgework and stations and buildings.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest—	
On subscribed capital at 5 per cent.	14,98,538
On debentures at 4 per cent.	7,34,284
Sinking Fund at 1 per cent.	1,83,571
TOTAL	24,16,393
Net earnings, *less* contribution to the Provident Fund	22,74,579
Deficit of net earnings below interest charges	1,41,814

Nàgdà-Ujjain Railway (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1898 was ₹22,31,596. There was no debit under the head of suspense.

The expenditure during 1898 on final heads amounted to ₹11,677, and was incurred chiefly on permanent-way and staff quarters.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	89,104
Net earnings, *less* contribution to the Provident Fund	71,509
Deficit of net earnings below interest charges	17,595

The Gaekwar's Petlád Railway (standard gauge).

30. The total capital outlay on final heads of account to the 31st December 1898 was ₹7,37,433, and the amount held in suspense at that date was ₹11,614.

There was a credit of ₹6,871 during 1898 on final heads, due to the value of a turntable transferred to the Bombay, Baroda and Central India railway.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	30,163
Net earnings, *less* contribution to the Provident Fund	28,156
Deficit of net earnings below interest charges	2,007

Kolar Gold-fields Railway (standard gauge).

31. The total capital outlay on final heads of account to the 31st December 1898 was ₹7,40,184, and the amount held in suspense at that date was ₹69,354.

The expenditure during 1898 on final heads was ₹732.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	32,381
Net earnings, *less* contribution to the Provident Fund	82,132
Excess of net earnings over interest charges	49,751

Rájpura-Bhátinda Railway (standard gauge).

32. The total capital outlay on final heads of account to the 31st December 1898 amounted to ₹67,04,520. There was no debit under the head of suspense.

The expenditure during 1898 on final heads was ₹9,180, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	2,68,012
Net earnings	3,16,186
Excess of net earnings over interest charges	48,174

Jammu and Kashmir Railway, Native state section (standard gauge).

33. The total capital outlay on final heads of account to the 31st December 1898 amounted to ₹9,62,846. There was no debit under the head of suspense.

The expenditure during 1898 on final heads was ₹11,286, and was incurred on stations and buildings. There was, however, a credit of ₹13,591 under

"Electric telegraph," due to a refund from the Government Telegraph Department of the cost of the telegraph line from Suchetgarh to Tawi.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	38,482
Net earnings	21,433
Deficit of net earnings below interest charges	17,049

Bengal and North-Western Railway system (metre gauge).

34. The total capital on the company's section of the line, including the Ganges-Gogra Doab railways, on the 31st December 1898 stood as follows:

	£	£	₹
Capital authorized—			
Share capital	2,750,000		
3½ per cent. Preference shares	1,500,000	4,250,000	
Capital subscribed—			
Share capital	3,566,032		
Capital not bearing interest	39,002	3,605,034 =	5,02,83,317
Capital expenditure—			
On construction account		3,142,818 =	4,32,00,644*
On stores in suspense		221,288 =	34,78,178
On advances in suspense			
		3,364,106 =	4,66,78,822
Balance available of—			
Capital authorized		885,894	
Capital subscribed		240,928	

The total capital outlay on final heads of account to the 31st December 1898 was as follows:

	₹
Tirhoot State railway, Government section	3,21,66,104
Bengal and North-Western railway, Company's section	4,32,00,644
TOTAL	7,53,66,748

The amount held in suspense was:

	₹
Tirhoot State railway, Government section	24,82,072
Bengal and North-Western railway, Company's section	34,78,178
TOTAL	59,60,250

The expenditure during 1898 on final heads was as follows:

	₹
Tirhoot State railway, Government section	36,77,531
Bengal and North-Western railway, Company's section	68,04,740
TOTAL	1,04,82,271

The principal works on which outlay was incurred are detailed below:

Tirhoot State railway, Government section—	₹
13 F class engines	3,42,143
200 timber wagons	1,94,793
500 iron covered goods wagons	2,29,004
Raising formation level between Tegra and Begum Serai	42,097
Hajeepore-Katihár extension	28,13,553

* Including ₹10,90,014, interest on capital during construction.

	₹
Bengal and North-Western railway, Company's section—	
Elgin bridge	4,67,746
European staff quarters for drivers at Gonda	43,997
Gonda-Bálrampur-Tulsipur branch	3,25,258
Nánpára-Katarnian Ghât „	1,05,480
Bhatni-Turtipur „	91,232
Salimpur-Barhaj „	66,709
Ganges-Gógra Doab lines	53,93,458

The following figures show the comparison of interest charges on open line capital outlay for 1898 with net earnings :

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	10,59,084	19,86,981
Net earnings, *less* contribution to the Provident Fund	15,91,180 *	20,50,805
Excess of net earnings over interest charges	5,32,096	63,824

Rajputana-Malwa Railway (metre gauge).

35. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1898 was as follows :

	₹
Rajputana-Malwa section	9,07,03,557
Holkar section	1,31,78,868
Rewári-Ferozepore section	1,37,36,169
Cawnpore-Achnera section	1,19,53,224
TOTAL	12,95,71,818

The amount held in suspense was ₹31,85,526.

The expenditure during 1898 on final heads was as follows :

	₹
Rajputana-Malwa section	—13,811
Holkar section	40,295
Rewári-Ferozepore section	7,21,428
Cawnpore-Achnera section	1,03,177
TOTAL	8,51,089

The expenditure was chiefly incurred on the following works :

	₹
Construction of a broad gauge railway line between Kotka-pura and Bhatinda	6,93,351
Construction of 81 additional third class carriages	1,91,879
Fencing certain portions of the line on the Ajmer, Sindia-Neemuch and Bandikui divisions	88,937
Proposed new works at Cawnpore	56,987
Fencing certain portions of the Cawnpore-Achnera railway	36,332

* Made up thus :

	₹
Net earnings *less* ordinary contribution to the Provident Fund	16,16,667
Less—Special contribution to the Provident Fund, not included in the share account	25,487
	15,91,180

The following figures show the comparison of interest charges for 1898 with net earnings:

	Rajputna-Malwa and Rewári-Feroze-pore sections.	Holkar section.	Cawnpore-Achnera section.
	₹	₹	₹
Interest on capital at 4 per cent.	43,22,773	5,76,998*	4,76,065
Net earnings, *less* contribution to the Provident Fund . .	1,06,02,419	2,70,572	11,26,637
Excess of net earnings over interest charges . . .	62,79,646	—3,06,426	6,50,572

Pálanpur-Deesa Railway (metre gauge).

36. The total capital outlay on final heads of account to the 31st December 1898 was ₹4,18,264. There was no debit under the head of suspense, nor was any expenditure incurred on final heads during 1898.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest on capital at 4 per cent.	16,731
Net earnings, *less* contribution to the Provident Fund . .	21,963
Excess of net earnings over interest charges . . .	5,232

Southern Mahratta Railway (metre gauge).

37. During the year no advance was made by the Secretary of State. On the 1st October 1898 debenture stock of £88,100 at 3½ per cent. was renewed for 7 years at the reduced rate of 3 per cent.

The total capital of the Company on the 31st December 1898 was as follows:

	£	£	₹
Capital authorized—			
Share capital . .	3,500,000		
Debenture bonds . .	1,043,100		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5 . .	2,129,900		
		6,673,000=	8,10,76,000
Capital raised and advanced—			
Share capital . . .	3,500,000		
Debenture bonds at 3 per cent.	343,100		
Debenture bonds at 3¼ per cent.	600,000		
Debenture bonds at 2½ per cent.	100,000		
Advances by the Secretary of State for India under Act 51 Vic., Chapter 5 . . .	2,129,900		
Capital not bearing interest .	30,207		
		6,703,207=	8,15,00,392
Capital expenditure—			
On construction account . . .		6,754,930=	8,25,82,393
On stores in suspense . . .		128,007=	15,36,088
Stores taken over with the Bellary-Kistna section		*—230,668=*	*—32,29,347*
		6,652,269=	8,08,89,134

* Interest on one crore of rupees advanced by the Indore Durbar is calculated at 4½ per cent.

	£	R
Balance available of—		
Capital authorized	20,731 =	1,86,866
Capital raised and advanced . . .	50,938 =	6,11,258

The total capital outlay, including the State expenditure of £1,184,173= R1,65,78,416 on the Bellary-Kistna section, to the 31st December 1898, was R9,74,67,550.

The expenditure during 1898 on final heads was R8,18,039. The outlay was on works costing less than R25,000 each, except that on additional rolling-stock, on which an expenditure of R1,34,753 was incurred, on installation of gas lighting on which R2,89,632 was spent, and on the extension of the locomotive workshops and remodelling of the locomotive yard at Hubli, on which R31,042 was spent.

The following figures show the comparison of interest charges for 1898 with net earnings:

	R
Interest—	
On subscribed capital at 3½ per cent.	18,84,614
On debentures at 3½ per cent.	3,31,992
On debentures at 3 per cent.	1,27,173
On debentures at 2½ per cent.	38,408
On advances by the Secretary of State for India at 4 per cent.	10,64,952
On outlay by the State on the Bellary-Kistna section at 4 per cent.	6,63,137
TOTAL .	41,10,276
Net earnings, *less* contribution to the Provident Fund	15,02,414
Deficit of net earnings below interest charges . .	26,07,862

Guntakal-Mysore Frontier Railway (metre gauge).

38. The total capital outlay on final heads of account to the 31st December 1898 was R58,98,866. There was no debit under the head of suspense.

The transactions of the year resulted in a net credit of R3,632.

The following figures show the comparison of interest charges for 1898 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,36,026
Net earnings, *less* contribution to the Provident Fund .	1,32,471
Deficit of net earnings below interest charges . . .	1,03,555

Mysore section (Southern Mahratta Railway) (metre gauge).

39. The capital of the company underwent no change, and stood on the 31st December 1898 as follows:

	£	R
Capital authorized—		
Debenture stock	1,200,000 =	1,60,61,569
Capital raised—		
Debenture stock at 4 per cent. . . .	1,200,000	
Capital not bearing interest . . .	24,000	
	1,224,000 =	1,63,82,801
Capital expenditure—		
On construction account	1,125,991 =	1,50,70,981
On stores in suspense	32,600 =	4,36,339
TOTAL .	1,158,591 =	1,55,07,320
Balance available of—		
Capital authorized	41,409 =	5,54,249
Capital raised	65,409 =	8,75,481

The expenditure during 1898 on final heads was R3,25,550.

The following are the principal works on which expenditure was incurred:

	R
Reconstruction of Mallur bridge	59,940
Additional rolling-stock	1,15,054
Rearrangement of the station yard and construction of a new station at Mysore	84,643
Installation of Pintsch's system of gas lighting	51,209

The following figures show the comparison of interest charges for 1898 with net earnings:

Interest—	R
On debentures at 4 per cent.	7,38,461
Net earnings, *less* contribution to the Provident Fund	4,13,421
Deficit of net earnings below interest charges	3,25,040

South Indian Railway (metre gauge).

40. This undertaking was acquired by Government on the 1st January 1891, and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4½ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4½ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1898 was as follows:

	£	R
Capital authorized (converted at R14 per £)—		
Share capital	1,000,000	=1,40,00,000
Capital subscribed (converted at R14 per £)—		
Share capital	1,000,000	=1,40,00,000

The total capital expended to the 31st December 1898 amounted to R7,45,21,873 as shown below:

	R
Capital expenditure (including outlay from State capital)—	
On construction account	7,21,82,500
On stores in suspense	23,28,955
On advances in suspense	10,418
TOTAL	7,45,21,873

The total capital outlay on final heads of account to the 31st December 1898 was as follows:

	R
South Indian railway, including Nellore branch	5,58,72,849
Villupuram-Dharmavaram section	1,63,09,651
TOTAL	7,21,82,500

The transactions o the year resulted in a net credit of ₹20,61,516, due to the transfer of the capital cost of the Gudur-Nellore section to the Bezwada-Madras railway.

The following figures show the comparison of interest charges for 1898 with net earnings :

	₹
Interest in terms of Company's contract—	
On Company's capital at 3 per cent.	4,20,000
On State capital (£425,000) at 4½ per cent.	2,94,931
Expenditure and cash balance at 3 per cent.	16,70,468
Add—	
Share of surplus profits payable to Company	2,66,004
TOTAL	26,51,403
Net earnings, *less* contribution to the Provident Fund	38,38,671
Excess of net earnings over interest charges	11,87,268

The excess of interest incurred by the State over the amount charged in terms of the Company's contract results in a net loss to the State of ₹1,76,854 as shown below :

	₹	₹
Interest charges incurred by the State—		
On Company's capital		4,61,538
On Government capital—		
Debenture stock at 4½ per cent.	2,94,231	
Indian stock at 3 per cent.	18,44,445	
Indian stock at 2½ per cent.	1,17,269	
Indian outlay at 4 per cent.	10,32,038	
		32,87,983
Surplus profits payable to Company		2,66,004
TOTAL		40,15,525
Less—interest charged in terms of contract		26,51,403
Excess of actual charges over contract charges		13,64,122
Excess of net earnings over contract interest charges		11,87,268
Net loss to the State		1,76,854

Mäyavaram-Mutupet Railway (metre gauge).

41. The total capital outlay on final heads of account to the 31st December 1898 was ₹24,94,905. There was no debit under the head of suspense.

The expenditure during 1898 on final heads amounted to ₹3,051, and was chiefly incurred on stations and buildings.

The following figures show the comparison of interest charges for 1898 with net earnings :

	₹
Interest on capital outlay at 4 per cent.	99,843
Net earnings, *less* contribution to the Provident Fund	77,627
Deficit of net earnings below interest charges	22,216

Assam-Bengal Railway (metre gauge).

42. In accordance with clause 58 of the contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hills survey, R38,594, to end of December 1898, aggregated R35,29,012. There was no debit under the head of suspense.

PART II.

The total capital of the railway to the 31st December 1898 stood as under:

	£	R	R
Capital authorized—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000	=1,44,37,409	
Net premium on debentures	13,135		
Advances in India by Secretary of State for India	...	3,55,52,868	
			7,21,12,709
Capital raised and advanced—			
Share capital	1,500,000	=2,21,22,432	
Debentures	800,000	=1,41,92,781	
Capital not bearing interest	13,135	=2,44,628	
Advances in India by Secretary of State for India		3,55,52,868	
			7,21,12,709
Capital expenditure—			
On construction account		6,76,01,243	
On stores in suspense		44,24,887	
On advances in suspense		86,579	
			7,21,12,709

The expenditure during 1898 on final heads was R1,36,24,465.

The interest charges for 1898 are as follows:

	R
On share capital at 3½ per cent. up to 30th June 1898 and at 3 per cent. from 1st July 1898	7,37,832
On debentures at 3 per cent.	2,27,023
On debentures at 2½ per cent.	1,13,511
On capital contributed by Secretary of State at 3½ and 3 per cent.	13,94,011
TOTAL	24,72,377

The interest charges up to June 1898 are, under clause 45 of the contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, debitable to the capital account of the undertaking.

Burma Railways (metre gauge).

43. The total capital of the Company from the 1st September 1896 to the 31st December 1898 was as under:

	£	R
Capital authorized—		
Share capital	2,000,000	
Capital subscribed—		
Share capital	2,000,000	
Capital paid up—		
Share capital	1,836,462	3,11,86,152

Capital expenditure—
On construction account—

	R	R
Open lines	24,25,356	
Lines under construction including survey	96,08,337	
	1,20,33,693	
On stores and advances in suspense	35,47,491	
TOTAL		1,55,81,184

Balance available of—
Capital subscribed 1,56,04,968

The interest guaranteed by the Secretary of State is 2⅞ per cent. per annum with ⅓th share of surplus profits, which share is not to be less than ¼ per cent. per annum during the period ending 30th June 1901.

The total capital outlay to the 31st December 1898 was as follows:

	R
Outlay by Government	7,69,12,324
Outlay by Company	1,55,81,185
TOTAL	9,24,93,509

The expenditure during 1898 on final heads was R55,53,047.

The principal works on which outlay was incurred are detailed below:

	R
Fitting 464 coaches with compound spring flexible buffers	26,308
Fitting automatic vacuum brakes to 42 locomotives and 177 vehicles	36,367
Doubling the line between Myohoung and Mandalay	55,120
Extending the north and south wings of the railway company's offices at Rangoon	47,255
Constructing a bridge on the Sittang section	25,839
Unloading and erecting 10 Fairlie engines and 59 open bogie wagons	80,376

The following figures show the comparison of interest charges for 1898 with net earnings:

	R
Interest on Government outlay	3,076,493
Interest on Company's outlay	7,78,815
	38,55,308
Net earnings, *less* contribution to the Provident fund	37,88,523
Deficit of net earnings below interest charges	66,785

Deoghur Railway (metre gauge).

44. The total capital outlay on final heads of account to the 31st December 1898 amounted to R2,86,180, and the amount held in suspense on that date was R2,275.

Mymensingh-Jamalpur-Jagannathganj Railway (metre gauge).

45. The total capital outlay on the 31st December 1898 stood as follows:

	R	R
Capital authorized—		
Share capital	12,00,000	
		12,00,000

	₹	₹
Capital subscribed—		
Share capital	12,00,000	
		12,00,000
Capital expenditure—		
On construction account	9,66,651	
On stores in suspense	41,188	
On advances in suspense	36,799	
		10,44,638
Balance available of—		
Capital subscribed	1,55,362	
		1,55,362

The expenditure of the year on final heads amounted to ₹7,65,024.

The following are the principal heads under which expenditure was incurred:

	₹
Formation	33,000
Bridge work	41,189
Ballast and permanent-way	5,95,036
Stations and buildings	57,173

Rohilkund and Kumaon Railway system (metre gauge).

46. The total capital outlay on final heads of account to the 31st December 1898 was as follows:

	₹
Lucknow-Bareilly section	91,75,612
Company's section	21,40,447
TOTAL	1,13,16,059

The amount held in suspense was:

	₹
Lucknow-Bareilly section	3,14,864
Company's section	2,105
TOTAL	3,16,969

The expenditure during 1898 on final heads of account was as under:

	₹
Lucknow-Bareilly section	2,67,883
Company's section	53,589

The following are the principal works on which expenditure was incurred:

	₹
20 covered goods wagons—Rohilkund and Kumaon railway	34,746
86 covered goods wagons—Lucknow-Bareilly railway	1,49,602
27 coaching vehicles to replace worn-out stock	56,029
Permanent-way, Aishbagh and Daliganj stations	29,205

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹	Lucknow-Bareilly section. ₹	Company's section. ₹
Interest—			
Debentures at 3 per cent.	69,171		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	90,835		
		3,64,852	...
Outlay at 4 per cent. to end of 1897 and at 2 per cent. during 1898		...	84,546
TOTAL		3,64,852	84,546
Net earnings, *less* contribution to the Provident Fund		5,00,200	2,20,785
Excess of net earnings over interest charges		1,35,348	1,36,239

Bengal Dooars Railway (metre gauge).

47. The total capital of the Company on the 31st December 1898 was as follows:

	£	£	₹
Capital authorized	150,000		
Capital subscribed (received)	150,000		
Capital expenditure—			
On construction account		166,511	=25,89,029
On suspense		5,245	= 79,021
TOTAL		171,756	=26,68,050

The expenditure during 1898 on final heads was ₹54,692 and was chiefly incurred on formation, ballast and permanent-way and ferries.

The total dividend, declared on the sterling capital of £150,000 for the year 1898, amounted to 4 per cent.

Dibru-Sadiya Railway (metre gauge).

48. The total capital outlay on final heads of account to the 31st December 1898 was £516,361 or ₹72,89,803.

The fixed sterling suspense granted by Government is £10,000.

The expenditure during 1898 on final heads was ₹26,783 but owing to the adjustment of rupee capital for conversion from sterling, the transactions of the year resulted in a net credit of ₹28,709.

The following figures show the comparison of interest charges for 1898 with net earnings:

	₹
Interest at the rate of 5 per cent. on capital outlay to the end of 1897, and on fixed suspense capital, including 2½ per cent. on capital outlay during the year	3,96,723
Net earnings	2,82,478
Deficit of net earnings below interest charges	1,14,245

Ledo and Tikak-Margherita Colliery Railway (metre gauge).

49. The total capital outlay on final heads of account to the 31st December 1898 amounted to R12,00,698. There was no debit under the head of suspense.

Ahmedabad-Parántij Railway (metre gauge).

50. The total capital outlay on final heads of account to the 31st December 1898 was R19,19,928. The amount held in suspense on that date was R23,043.

The expenditure during 1898 on final heads was R824.

The following figures show the comparison of interest charges for 1898 with net earnings:

	R
Interest on capital outlay at 4 per cent.	77,704
Net earnings, *less* contribution to the Provident Fund	85,836
Excess of net earnings over interest charges	8,132

The Gaekwar's Mehsána Railway (metre gauge).

51. The total capital outlay on final heads of account on the several sections to the 31st December 1898 was as follows:

	R
Mehsána-Kherálu section	9,95,319
Mehsána-Viramgám section	14,86,250
Mehsána-Pátan section	8,00,642
TOTAL	32,82,211

There was no debit under the head of suspense.

The expenditure during 1898 on final heads was as follows:

	R
Mehsána-Kherálu section	455
Mehsána-Viramgám section	18,556
Mehsána-Pátan section	—700
TOTAL	18,311

The following figures show the comparison of the total interest charges on the three sections for 1898 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,31,026
Net earnings, *less* contribution to the Provident Fund	1,99,052
Excess of net earnings over interest charges	68,026

Kolhápur Railway (metre gauge).

52. The total capital outlay on final heads of account to the 31st December 1898 was R23,24,807. There was no debit under the head of suspense, nor any expenditure during 1898 on final heads.

Yesvantpur-Mysore Frontier Railway (metre gauge).

53. The total capital outlay on final heads of account to the 31st December 1898 was R24,03,228, and the amount held in suspense at that date was R95,089.

The transactions of the year resulted in a net credit of R3,215.

Mysore-Nanjangúd Railway (metre gauge).

54. The total capital outlay on final heads of account to the 31st December 1898 was R6,19,280 and the amount held in suspense at that date was R24,541.

The expenditure during 1898 on final heads was R8,716.

Jodhpur-Bikaner Railway system (metre gauge).

55. The total capital outlay on final heads of account to the 31st December 1898 was as follows:

	R
Jodhpur section	1,00,32,151
Bikaner section	23,14,152
TOTAL	1,23,46,303

There was no debit under the head of suspense.

The expenditure during 1898 on final heads was as follows:

	R
Jodhpur section	25,41,975
Bikaner section	5,21,908
TOTAL	30,63,883

The expenditure on the Jodhpur section was chiefly incurred for materials for relaying the Balotra-Luni section and for completing the Bikaner-Dulmera section of the Bikaner railway.

The following figures show the comparison of interest charges for 1898 with net earnings:

	Jodhpur section.	Bikaner section.
	R	R
Interest on capital at 4 per cent.	2,70,660	57,445
Net earnings, *less* contribution to the Provident Fund	7,30,957	77,617
Excess of net earnings over interest charges	4,60,297	20,172

Udaipur-Chitor Railway (metre gauge).

56. The total capital outlay on final heads of account to the 31st December 1898 was R16,12,064 and the amount held in suspense at that date was R28,407.

The expenditure during 1898 on final heads was R16,178.

Bhávnagar-Gondal-Junágad-Porbandar Railway, including the Jetalsar-Rájkot, Jámnagar and Dhrángadra Railways (metre gauge).

57. The total capital outlay on final heads of account to the 31st December 1898 was R2,19,37,034.

The distribution of this amount over the several sections of the system is as under:

	₹
Bhávnagar section	71,89,996
Gondal section	46,57,325
Junágad section	38,37,675
Porbandar section	18,49,831
Jetalsar-Rájkot railway	15,75,212
Jámnagar railway	22,83,765
Dhrángadra railway	5,43,230
TOTAL	2,19,37,034

The amounts held in suspense were as follows:

	₹
Bhávnagar section	1,16,410
Gondal section	1,06,542
Junágad section	67,274
Porbandar section	31,493
Jetalsar-Rájkot railway	2,804
Jámnagar railway	34,731
Dhrángadra railway	50,358
TOTAL	4,09,612

The expenditure during 1898 on final heads was as follows:

	₹
Bhávnagar section	1,64,685
Gondal section	3,850
Junágad section	—1,465
Porbandar section	4,494
Jetalsar-Rájkot railway	31,843
Jámnagar railway	1,31,077
Dhrángadra railway	*78,509
TOTAL	4,12,993

The following are the principal works on which the expenditure was incurred:

	₹
Bhávnagar railway—	
New station house at Bhávnagar terminus	81,738
Jetalsar-Rájkot railway—	
Station house at Rájkot junction	28,715
Jámnagar railway—	
Cost and erection charges of 4 O class engines	1,24,427

The following figures show the comparison of interest charges for 1898 with net earnings:

	Bhávnagar section.	Gondal section.	Junágad sect on.	Porbandar section.	Total Bhávnagar-Gondal-Junágad-Porbandar railway.	Jetalsar-Rájkot railway.	Jámnagar railway.	Dhrángadra railway.
	₹	₹	₹	₹	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	2,87,870	1,90,119	1,56,056	75,035	7,09,080	62,408	91,074	15,255
Net earnings, *less* contribution to the Provident Fund	4,69,463	1,25,815	65,940	48,562	7,09,780	76,056	31,781	10,618
Excess of net earnings over interest charges	1,81,593	—64,304	—90,116	—26,473	700	13,648	—59,293	—4,637

58. The statements on the following pages give details of the cost of some of the large railway bridges and tunnels in India.

* Expenditure for second-half of 1898 only, the figures for the first-half not being available.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge).					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
East Indian.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	*t.*
	2	Jumna (Allahabad)	15th Aug. 1865	16	14 of 200·00 2 of 30·00	3,150·00	42	58·75	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12 2	211·50 30·00	2,697·90	7 to 39	24·00	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the E. B. S. R.)	15th Mar. 1887	2 1	523·67 106·50	1,213·25	98·50	55·00	3,460·15	(*f*) 10,71,653
				29	10·83	441·00	...	...	...	...
		Do. Approach viaducts (Naihâti)		35	10·83	3,278·00	...	...	...	...
		Do. Approach viaducts (Hooghly)		74 1 1 1	29·17 25·83 43·00 48·00					
	5	Barákar	4th Sept. 1893	1 5 6 5	200·00 150·00 100·00 (*h*) 29·25	(*g*) 1,850·00	(*f*) 5 to 85 (*k*)	(*l*)	1,307·00	4,13,002
	6	Tonse	4th April 1864	7 2	150·00 32·00	1,194·00	27·75	59·67	1,207·00	8,74,865
Bengal-Nagpur.	7	Kanhán	1st Sept. 1887	6 2	170·00 60·00	1,237·00	9 to 26	50·00	1,061·10	3,81,109
	8	Weinganga	29th Apl. 1889	9	150·00	1,450·00	21	54·00	1,234·63	(*o*) 7,38,652
	9	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	57·00	1,912·40	4,92,353
	10	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 55	38·00	1,229·40	2,63,515
	11	Damoodur	12th June 1890	10 2	200·00 100·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
	12	Subanrika	.....	11 2	150·00 60·60	1,895·50	65·00	30·00	...	...
	13	Chumbal	15th May 1891	12 2	286·00 136·00	2,714·00	75	107·20	3,026·00	17,39,057
Indian Midland.	14	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,626·00	90	77·00	3,200·00	12,65,842
	15	Betwa (Mánikpur)	5th June 1889	13 1	150·00 60·00	2,166·00	13	91·04	1,772·30	8,19,541
	16	Ken (Bánda)	1st Aug. 1889	12 1	100·00 250·00	1,558·00	4	70·82	1,125·30	3,92,243
	17	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	58·14	1,200·86	4,02,749
Bhopal-Itarsi.	18	Nerbudda	18th Nov. 1884	14 1	150·00 60·00	2,306·00	4	64·50	1,980·00	3,45,696

N.B.—Bridges costing less than R6,00,000 each

No. 2.

large railway bridges in India up to the 31st March 1899.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
₹	₹	₹	₹	₹		
(*a*)10,33,324	...	(*b*)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (*a*) Represents the cost of the second line only. (*b*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(*c*)14,60,300	...	(*d*)44,46,300	1,412	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (*c*) Of this amount, ₹13,13,000 represents the cost of girders, and ₹1,47,300 the cost of upper and lower roadways. (*d*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(*e*)16,60,355	616	74	3	Has the rails above and the roadway below. (*e*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,852	1,21,184	33,71,689	2,679	(*g*)350		(*f*) Including charges on account of plant, ₹3,61,544 and supervision, ₹3,19,456. (*g*) Estimated.
...	...	64,611	147	...		
...	...	4,80,263	147	...	4	The approach viaducts are brick arches.
3,79,078	(*m*) 13,726	8,05,806	428	58	5	(*h*) In viaducts. (*i*) From front to front of abutments. (*j*) On rock. (*k*) In sand. (*l*) Deck bridge various. 75 feet to rails. (*m*) Stone round piers only. No training works.
4,54,473	...	(*n*) 14,08,401	1,180	138	6	(*n*) Including ₹79,063 on account of cost of flooring.
2,78,632	13,174	6,72,915	533	Not known	7	
(*p*) 2,42,833	(*q*) 22,248	10,03,733	677	43	8	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge was opened on the 7th June 1882 and standard gauge on the 29th April 1889.
3,91,240	...	8,83,593	393	87	9	(*o*) Including the cost of the old metre gauge bridge (₹6,74,612). (*p*) Actual cost of girders only.
3,42,958	23,856	6,30,329	415	...	10	(*q*) Cost of protective works as it was on the metre gauge bridge. The cost of the metre gauge girders removed, which is not included in these figures, was ₹2,40,803.
6,36,230	40,328	19,39,006	422	65	11	
...	...	9,22,341	521	...	12	
9,02,295	6,29,683	32,71,035	973	78	13	
11,41,231	1,59,564	25,66,637	917	167	14	The abutments and piers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has been brought into use from the 1st May 1895.
5,74,179	...	12,93,720	643	85	15	
3,39,954	...	7,32,192	471	84	16	
3,59,308	2,615	7,64,672	527	64	17	The abutments are built for a double line.
5,77,925	...	(*r*) 9,44,171	422	85	18	(*r*) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	£
(Standard gauge—*continued.*) NORTH WESTERN STATE.	19	Sutlej (Ludhiána)	January 1870	(*a*) 47	4 of 71·00 41 of 99·00 1 of 99·67 1 of 96·67	5,131·00	28 to 42	20·79	(*b*) 2,314·00	20,97,296
	20	Beas	April 1869	34	2 of 120·00 32 of 100·00	3,828·00	43 to 70	20·00	1,680·00	15,66,476
	21	Jumna (Saháranpur)	January 1869	24	22 of 99·00 2 of 100·00	2,674·75	39 to 41	19·00	1,308·00	7,64,420
	22	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	144·50	4,293·00	78	21·00	6,000·00	14,48,037
	23	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,217·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,465·00	75	19·00	(*i*) 1,381·00	...
	24	Alexandra (over the Chenab between Wazírabad and Kathála) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	5,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1891	28	133·50	3,976·00	75	20·00	5,073·40	22,920
	25	Jhelum as originally constructed	Towards end of 1876.	50	90·00	4,874·00	30	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	20th Nov. 1895	50 1 land span	90·00 18·50	4,899·42	30	22·63	2,475·00	1,79,770
	26	Attock	24th May 1883	53 2 land spans.	2 of 296·25 3 of 246·25 40·00	1,522·00	(*k*)	111·00	2,202·00	14,77,580
	27	Empress (over the Sutlej at Adamwáhan)	8th June 1878	16	250·00	4,210·00	100	32·07	6,704·00	26,98,885
	28	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150·00	2,720·00	82	19·00	2,988·00	7,73,481
	29	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1	790·00	900·00	None in river	51·00	3,292·00	2,88,320
		Sukkur Channel		1 1 1	270·00 230·00 90·00	620·00	6	46·00	1,014·00	1,79,468
	30	Sher Shah (over the Chenab at Sher Shah)	1st Feb. 1890	17	200·00	3,650·00	75	29·00	3,740·00	10,84,453
OUDH AND ROHILKHAND STATE.	31	Gumti (Jaunpur)	24th Dec. 1874	16	82·00	1,472·00	45 to 50	44·17	811·00	4,21,530
	32	Rámganga (Bareilly)	24th June 1874	1 31 1 1	55·00 56·00 72·00 58·00	2,277·00	85	25·77	490·00	4,50,625
	33	Ganges (Rajghát, Aligarh branch).	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,991
	34	Ganges (Cawnpore)	15th July 1875	23 2 2	100·00 96·00 40·00	2,850·00	50 to 65	31·66	1,815·00	7,11,073
	35	Ganges (Bálawali)	9th May 1887	11	249·50	2,886·00	100	37·94	3,944·00	10,16,438
	36	Solání	1st Jan. 1886	11	149·58	1,749·50	60	16·75	1,563·00	4,03,182
	37	Dufferin (over the Ganges at Benares).	1st Oct. 1887	7 9	331 00 103·00	3,507·41	25 to 141	75·32	6,780·00	13,05,552
	38	Rámganga (Moradabad)	8th June 1894	10	200·00	2,126·00	75 to 83	21·50	2,602·76	3,26,267
EASTERN BENGAL STATE.	39	Goraí	1st Jan. 1871	7 9½	185·00 46·25	1,744·00	78 to 96 25	51·00 46·50	1,645·00 154·00	...

N.B.—Bridges costing less than R6,00,000 each

No. 2—*continued.*

large railway bridges in India—continued.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
₹	₹	₹	₹	₹		
(*c*)10,08,780	(*d*) 2,54,000	33,60,076	(*e*)605	(*g*)	19	(*a*) Twelve spans have been removed. (*b*) Does not include weight of girders removed. (*c*) Does not include cost of girders removed. (*d*) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (*e*) Calculated as for the present length. (*f*) The contract rate for the construction of these three bridges, including protective works, was ₹428 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	(*f*) 598	(*g*)	20	(*g*) Contract included erection.
5,70,180	2,00,000	15,34,690	499	(*g*)	21	
15,52,329	11,07,900	41,08,266	699	50	22	Carries the rails below and the roadway above.
5,01,641	1,50,472	16,02,315	451	(*h*) 125	23	(*h*) Originally carried the rails above and a foot-path below. This has now been changed.
1,94,098	96,386	2,90,484	132	(*j*) 40		(*i*) Including the road bridge (634 tons). (*j*) The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 13′ 8″ clear between guard rails.
19,94,271	9,40,336	53,38,363	484	121	24	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside.
2,45,769	49,381	3,18,070	68	27		The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; all restrictions were removed on the 1st November 1891, and the bridge was thrown open for traffic as usual.
9 40,487	81,248	17,18,872	335	124	25	Originally carried the rails above and a foot-path below. This has now been changed.
8,33,242	86,664	10,99,676	207	37		The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 14′ 6″ between guard timbers.
15,96,980	1,45,956	32,20,516	2,020	437 252	26	Has the rails above and a military roadway below. (*k*) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311·88 or 10·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 313·30 or 8·70 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·29 or 15·29 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·29 or 21·29 feet *above* low-water level.
23,96,558	(*l*) 20,06,246	71,01,689	1,210	105	27	Has a combined road and railway on the same level. (*l*) Including ₹1,98,055, cost of materials for temporary bridge.
8,02,104	3,73,226	19,48,811	(*m*)579	(*m*)66	28	Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (*m*) Calculated on cost, which includes ₹18,000 on account of cost of staging.
24,96,074	4,946	27,89,340	3,094	185	29	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	30	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with deodar battens.
3,24,622	8,526	7,54,678	507	109	31	
1,53,539	9,25,508	15,29,672	267	63	32	
3,10,388	1,30,998	8,20,377	227	28	33	
8,75,745	1,74,160	17,60,978	557	(*n*)	34	Has the rails above and the roadway below. (*n*) Included in the cost of girders.
10,86,000	6,73,430	27,75,868	728	62	35	
3,99,277	2,20,091	10,22,550	458	10	36	
32,55,035	1,45,329	47,05,916	1,300	47	37	Has a roadway on the same level as the rails, and a footway on each side, supported on cantilevers outside the girders.
6,88,391	1,21,837	11,36,495	477	42	38	Has a roadway on the same level as the rails.
...	...	(*o*) 14,83,750	837	...	39	(*o*) Including ₹22,618 charged to revenue, and ₹879 charged to capital, for the protection of piers. The cost is approximate.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge—*concluded*.)					Feet.	Feet.	Feet.	Feet.	Tons.	₹
East Coast State.	40	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
	41	Rushu Kulya	1st Sep. 1895	10	150	1,598·00	70	23·00	1,437·25	3,44,064
Ennur-Bezwada section (Bezwada Madras).	42	Penner	20th Dec. 1898	23 5	70·00 40·00	1,996·00	8·59 to 40·40	39·58 to 42·17	914·75	(*a*) 3,97,812
Great Indian Peninsula.	43	Kistna	9th Oct. 1873	36	100·00	3,855·60	(*b*) 9	48·67	2,556·00	(*c*)6,11,163
	44	Tapti	12th Aug. 1872	5 28	138·00 59·00	2,556·00	15·96	60·33	2,392·00	(*d*)7,72,163
	45	Nerbudda	8th Mar. 1870	5 6	137·00 40·00	1,952·00	4·60	81·33	525·00	4,06,032
Bombay, Baroda and Central India.	46	Nerbudda	Old. 23rd June 1861 New. 16th May 1881	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
Madras.	47	Tapti	19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
	48	Cheyer	Old. 1st Sept. 1865 New. 1st May 1880	50	64·00	3,500·00	100	14·00	988·00	9,10,934
	49	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
	50	Penner	Old. May 1869 New. 1st Oct. 1889	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
	51	Chitravati	Old. 1st Sept. 1868 New. 6th Mar. 1890	19	131·00	2,670·00	18 to 78	18·00	2,938·00	...
	52	Papaghni	Old. Aug. 1866 New. 1st July 1892	20 15	64·00 131·00	1,410·00 2,110·00	... 52·50 to 62·00	... 15·00	... 2,391·00	... 5,93,030
(Metre gauge.) Bengal and North-Western—Tirhoot section	53	Gandak	25th Apl. 1887	8	250·00	2,176·00	40 to 90	40·46	2,495·00	6,67,133
Company's section.	54	Rapti	15th June 1886	9	150·00	1,445·60	86	41·00	1,145·70	4,93,956
	55	Elgin	24th Dec. 1898	17	200·00	3,695·00	94 to bottom of well curbs.	28·50	4,199·00	7,90,677
Rajputana-Malwa.	56	Jumna (Agra)	1st Jan. 1876	16 6	133·00 23·00	2,272·00	70	31·66	2,551·40	3,92,886
	57	Nerbudda	14th June 1877	14	183·00	(*g*)2,836·00	14	80·00	2,362·00	9,39,407
	58	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	71	27·00	1,309·00	3,06,342
Southern Mahratta.	59	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·50	58·77	1,680·00	3,33,256
	60	Kistna (Bijápur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	61	Kistna (Poona branch)	2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
	62	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	63	Dorabavi Viaduct	15th June 1890	1 2 1	250·00 150·00 66·50	670·00	...	(*f*)29·00 to 179·63	560·00	3,33,934
Guntakal-Mysore frontier.	64	Penner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774

N.B.—Bridges costing less than ₹6,00,000 each

No. 2—*concluded.*

large railway bridges in India—concluded.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
R	*R*	*R*	*R*	*R*		
21,60,000	4,47,000	39,77,000	945	34	40	The cost of approaches, R5,23,272, has not been entered.
3,53,524	42,624	7,40,212	437	69	41	
1,83,921	40,208	6,21,941	321	30	42	(*a*) Including R10,485 on account of materials at site, and one well curb costing R9,795.
6,61,903	...	12,73,066	330	30	43	The girders are for a single line, and the piers for a double line. (*b*) Nine piers and two abutments are founded above low-water level. (*c*) Including R25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	44	Carries a double line. (*d*) Including R95,918, being the cost of other items not separately detailed.
2,63,964	...	6,69,096	636	235	45	The girders are for a single line, and the piers for a double line.
12,58,929	(*e*)1,95,836	(*f*) 37,75,759	764	49	46	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (*e*) Including some special items not separately detailed. (*f*) Excluding cost of the approaches.
...	...	(*g*) 11,83,198	631	...	47	(*g*) Including R5,948, being the cost of raising rail-level on up and down lines and R2,75,168 on account of the cost of the renewal of Warren girders with 60 feet plate girders.
1,95,689	...	(*h*) 12,45,464	356	...	48	(*h*) Including some special items not separately detailed, but excluding the cost of the old bridge, R4,06,293.
1,99,921	...	(*i*) 7,53,756	186	54	49	(*i*) Including some special items not separately detailed.
2,84,610	...	(*j*) 11,32,077	619	...	50	The cost does not include the expenditure incurred on the old bridge, R1,72,576. (*j*) Includes some special items not separately detailed.
3,85,833	...	(*j*) 13,58,194	509	...	51	The cost does not include the expenditure incurred on the old bridge, R3,54,705.
...	...	(*k*) 1,62,354	...	...	52	(*k*) Approximate. (*l*) Including superintendence and all charges after girders were unloaded from wagons.
3,63,334	38,568	9,94,930	453	(*l*) 12		
7,29,506	48,244	(*m*) 13,84,883	614	61	53	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (*m*) Excluding cost of viaduct, R1,40,505.
(*n*) 3,29,522	6,34,665	(*o*) 14,58,143	570	65	54	(*n*) Including cost of erection of girders, R74,543. (*o*) Including R28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
8,53,779	4,57,278	21,01,734	445	52	55	Has military block houses at either end and a roadway above which is being adapted to artillery.
6,90,683	48,776	(*p*) 18,33,877	786	85	56	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (*p*) Including some special items not separately detailed.
4,42,205	777	(*r*) 18,73,925	660	106	57	Triangulated girders—designed to carry the rails above and a carriage road below. (*q*) Including two abutment spans. (*r*) Including some special items not separately detailed.
3,72,000	14,194	(*s*) 8,49,000	728	35	58	Has a combined road and railway on the same level. (*s*) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	59	
7,48,444	47,852	11,39,641	322	74	60	
4,79,402	5,474	7,50,104	318	...	61	
1,21,173	...	7,63,905	319	...	62	
3,61,198	405	(*u*) 6,95,537	1,038	100	63	(*t*) The height is from ground to underside of girders. (*u*) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	343	40	64	

are not included in this statement.

STATEMENT

Cost and particulars of the important tunnels

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	½ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	₹
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 2′ too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nágpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortonk	Khodri (Kutni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godhra-Ratlam-Nágda.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,27,902
North Western State (*Main line*).	6	Soháwa No. 1	Soháwa	Single	Standard	...	...	538½	...	538½	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	677½	...	677½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	722	...	722	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	401½	...	401½	(*c*) 1,55,540
North Western State (*Sind-Pishin section*).	11	Gundakinduff	Midway between Bábar Kachh and Kóchálf.	Single	Standard	...	...	569½	...	569½	2,08,826
	12	Kóchálf, Lower	Kóchálf	Single	Standard	...	...	506	...	506	1,84,061
	13	Karez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,963
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,227	...	...	...	1,227	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,087	...	1,087	4,12,344
North Western State (*Chaman extension*).	18	Khojak No. 18	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*)68,26,790
	19	No. 20	3½ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 23	6½ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N.B.—Tunnels under 660 feet in length, or costing less than

No. 3.

on the railways in India up to the 31st March 1899.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
R					
...	Not known	March 1856 (Work suspended during one year)	June 1861	Quartz and slate (a) A foot-path has been laid and fenced off through the tunnel.	1
249	Not known	May 1879	6th Nov. 1883	All hard rock	2
528	1·75 years	January 1888	Sept. 1892	Very hard slaty rock with a great deal of water	3
210	1·00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
298	0·63 year	24th August 1892	7th April 1894	Northern 500 feet hard basalt; southern 265 feet hard rock, but composed of boulders liable to fall. This part has been lined. (b) Including R 17,000 for machinery.	5
(c) 311	0·50 year	November 1878	15th March 1880	Red clay and sandstone. War prices were paid owing to the Afghan war. Common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(c) 197	0·54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	7
(c) 267	.....	Not recorded		Treacherous shale	8
(c) 226	.....	Not recorded		Treacherous shale	9
(c) 387	.....	Not recorded		Treacherous shale (c) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about R230 per foot.	10
367	.....	1884	1886	Sandstone in hard and soft beds	11
364	.....	1884	1886	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some karezes, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but, owing to the difficulty of getting it out, it had to be arched over.	15
255	.....	.....	.....	Hard limestone	16
379	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but, owing to the constant slips, etc., it was eventually covered in.	17
530	2·01 years	13th April 1889	September 1891	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (d) The cost of tunnel is R66,90,518, that of lining, R2,25,601, and that of capital establishment, R671.	18
296	0·34 year	December 1888	June 1890	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius.	19
322	0·44 year	April 1889	November 1890	Through soft and hard water bearing shales on 819 ft. radius	20

1½ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	¼ lined.	¾ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	R
North Western State (*Mushkaf-Bolan Section*).	21	No. 2	Mushkaf	Double	Standard	...	...	650	...	650	1,70,662
	22	No. 7	Ocepur	Double	Standard	...	528	211	...	739	2,16,787
	23	Panir No. 9	Panir	Double	Standard	...	523	2,695	...	3,218	12,81,710
	24	Seetal No. 12	Peshi	Double	Standard	...	...	1,035	...	1,035	2,96,510
	25	Cascade No. 14	Dózán	Double	Standard	...	189	353	...	542	1,66,830
North Western State (*Mari-Attock Section*).	26	No. 1	Jalhar	Single	Standard	104	...	...	1,076	1,180	2,48,459
	27	„ 2		Single	Standard	...	...	...	854	854	1,81,419
	28	„ 3		Single	Standard	104	...	...	1,671	1,775	3,40,601
	29	„ 4		Single	Standard	288	...	...	842	1,130	2,01,086
	30	„ 5		Single	Standard	...	...	...	1,614	1,614	2,90,525
	31	„ 6		Single	Standard	...	...	...	1,897	1,897	3,66,153
Great Indian Peninsula.	32	Chab	Chab	Single	Standard	...	...	...	1,309	1,309	2,62,421
	33	Thull Ghât No. 2	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	34	Thull Ghât No. 4	Kására	Double	Standard	628	...	85	...	713	1,15,170
	35	Thull Ghât No. 7	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	36	Thull Ghât No. 8	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	37	Thull Ghât No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,605
	38	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	39	Bhore Ghât No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	40	Bhore Ghât No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	41	Bhore Ghât No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	42	Bhore Ghât No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	43	Bhore Ghât No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	44	Bhore Ghât No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	45	Bhore Ghât No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	46	Mhow Ghâts No. 1	Pátal Páni to Kálakhund.	Single	Metre	...	...	279½	...	279½	53,815
	47	Mhow Ghâts No. 2				305½	...	60½	...	365½	42,120
	48	Mhow Ghâts No. 3				...	...	344½	...	344½	1,94,925
	49	Mhow Ghâts No. 4				...	...	622½	...	622½	1,25,190
Southern Maratta.	50	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,606
	51	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	52	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	53	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418
Assam-Bengal.	54	No. 1	Damcherra	Single	Metre	...	...	...	677½	677½	3,64,874

N.B.—Tunnels under 660 feet in length, or costing less than

No. 3—*concluded.*

tunnels on the railways in India—concluded.

Cost per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
£					
263	0·25 year	October 1893	June 1895	Through clay and sandstone bands on the straight	21
293	0·25 year	November 1893	March 1895	Through conglomerate: 354 feet on 4° curve and the rest straight	22
398	0·81 year	November 1892	May 1895	Through nummulitic limestone of varying degrees of hardness on the straight	23
286	0·63 year	March 1893	September 1895	Through clay and conglomerate bands, 1,000 feet straight and the rest on 3° curve	24
308	0·37 year	August 1892	November 1894	Through hard limestone on the straight	25
211	2 years	1891	1898	Lime and sandstone, also shale	26
212	2 years	1891	1898	Lime and sandstone, also shale	27
192	2 years	1891	1898	Lime and sandstone, also shale	28
178	2 years	1891	1898	Lime and sandstone, also shale	29
180	2 years	1891	1898	Lime and sandstone, also shale	30
193	2 years	1891	1898	Lime and sandstone, also shale	31
200	1 year	1891	1898	Sandstone conglomerate and red clay	32
240	4·75 years	February 1858	March 1864	Loose rock	33
162	3·58 years	December 1860	July 1864	Rock	34
121	4·08 years	March 1859	May 1864	Rock	35
122	5·08 years	July 1859	August 1864	Rock	36
122	3·17 years	February 1859	September 1863	Broken rock	37
237	...	About 6	years.	Hard rock with fissures	38
127	5·17 years	January 1857	December 1862	Trap rock	39
133	...	...	October 1862	Trap rock	40
132	5·25 years	October 1856	December 1862	Trap rock	41
133	5·08 years	October 1856	December 1862	Trap rock	42
136	4·25 years	May 1856	June 1862	Trap rock	43
273	4·00 years	August 1856	February 1862	Trap rock	44
147	3·75 years	January 1857	March 1861	Trap rock	45
192	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but, owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	46
115					47
565					48
201					49
772	About 2 years	April 1883	October 1889	Loam	50
732	About 3 years	April 1883	October 1889	Loam	51
244	About 2 years	1884	1886	Black trap rock	52
289	About 2½ years	1884	1890	Limestone rock	53
539	0·67 year	1st January 1895	December 1898	Through hard sand interspersed with shale with occasional seams of clayey ground and laterite. The tunnel is timbered on the English system with 4 to 6 drawing bars.	54

1½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1897 AND 1898.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways, and their percentages on gross earnings, which (excluding steam-boat service) were ₹27,29,22,086* in 1898, compared with ₹25,44,14,572* in 1897:

1897.	Working expenses.	Per cent. on gross earnings.	1898.	Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	3,23,61,654	12·72	Maintenance	3,14,58,779	11·53
Locomotive	4,04,45,871	15·90	Locomotive	4,29,16,595	15·72
Carriage and wagon	1,14,74,118	4·51	Carriage and wagon	1,33,49,015	4·89
Traffic	2,10,25,019	8·26	Traffic	2,20,37,687	8·07
General	†1,32,22,255	5·20	General	†1,35,73,254	4·97
Miscellaneous	‡43,11,808	1·69	Miscellaneous	‡49,19,065	1·80
TOTAL	‖12,32,49,074	48·44	TOTAL	‖§12,87,04,893	47·16

For the different gauges separately the figures were on the standard gauge lines:

1897.	Working expenses.	Per cent. on gross earnings.	1898.	Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	2,40,77,841	12·76	Maintenance	2,25,20,492	10·96
Locomotive	2,96,35,276	15·70	Locomotive	3,18,85,261	15·52
Carriage and wagon	86,75,803	4·60	Carriage and wagon	1,03,56,357	5·04
Traffic	1,50,25,347	7·96	Traffic	1,58,21,810	7·70
General	†83,87,506	4·44	General	†85,31,871	4·15
Miscellaneous	‡34,28,612	1·82	Miscellaneous	‡39,22,739	1·91
TOTAL	‖ 8,96,38,734	47·50	TOTAL	‖ 9,34,84,030	45·49

For the metre gauge lines:*

1897.	Working expenses.	Per cent. on gross earnings.	1898.	Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance	80,64,500	12·59	Maintenance	85,24,232	13·04
Locomotive	1,05,03,786	16·40	Locomotive	1,05,80,288	16·19
Carriage and wagon	27,00,627	4·22	Carriage and wagon	28,70,719	4·39
Traffic	58,22,112	9·09	Traffic	59,52,379	9·12
General	46,61,645	7·28	General	47,99,291	7·34
Miscellaneous	8,57,760	1·34	Miscellaneous	9,64,363	1·48
TOTAL	3,26,10,430	50·92	TOTAL	§3,36,95,670	51·55

* Excluding the West of India Portuguese, Pondicherry and Káraikkal-Peralam railways.

† Including expenditure incurred direct by the State on State lines leased to companies.

‡ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway, ₹40,641 for 1897 and ₹39,615 for 1898.

§ Including ₹3,447 being the working expenses of the Mymensingh-Jamalpur-Jagannathganj railway for the second-half of 1898, and ₹951, being working expenses of the Dhaángadra railway for the first-half of 1898, not included under any of the above heads.

‖ Including ₹4,08,349 for 1897 paid by the North-Western State and Great Indian Peninsula railways, and ₹4,45,500 for 1898, paid by the Great Indian Peninsula railway, as rent of leased lines, not included under any of the above heads.

On the special gauge lines:

1897.			1898.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	2,19,313	18·20	Maintenance . .	4,14,055	20·05
Locomotive . .	3,06,809	18·47	Locomotive . .	4,51,046	21·84
Carriage and wagon .	97,688	5·88	Carriage and wagon .	1,22,539	5·93
Traffic . . .	1,77,560	10·69	Traffic . . .	2,63,498	12·76
General . . .	1,73,104	10·42	General . . .	2,42,092	11·72
Miscellaneous . .	25,436	1·53	Miscellaneous . .	31,963	1·55
TOTAL .	9,99,910	60·19	TOTAL .	15,25,193	73·84

2. In appendix A to this report, will be found full details, by half-years, of the working expenses on Indian railways for 1898. The following paragraphs breifly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1897, on an annual basis.

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,25,20,496* or an average rate of ₹1,870 per mean mile maintained on the total mean mileage (miles 12,044·91)‡ of these lines; while in 1897 the expenses were, on the standard gauge lines, ₹2,40,53,678, † giving an average of ₹2,041 per mean mile maintained on a total mean mileage of 11,785·90‡ miles.

Maintenance expenses per mean mile maintained (metre gauge).

4. Similarly, on the metre gauge lines § the total expenses on maintenance of way, works and stations amounted to ₹85,24,231, averaging ₹1,010 per mean mile maintained on the total mean mileage (miles 8,442·43) of these lines; the corresponding expenses in 1897 on metre gauge lines amounted to ₹80,42,116, or an average of ₹975 per mean mile maintained on a total mean mileage of 8,250·48 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track, including sidings, is compared in the following table:

Classification number.	RAILWAY.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
I	East Indian, including— . .	31·75	1,571	32·62	1,544
XXII	Delhi-Umballa-Kalka .	6·80		7·80	
XXIII	Tarkessur . . .	13·00		14·90	
II	Bengal Central . . .	14·20	1,076	15·20	1,122
III	Bengal-Nagpur . . .	9·27	840	8·34	927

* Including the Cawnpore-Burhwal railway (metre gauge link).
† Including the Cawnpore-Burhwal railway (metre gauge link), but excluding ₹24,163 incurred for repairs of flood damages on the Berwada extension railway during 1895.
‡ Excluding the Southern Punjab (Delhi-Samasata) railway which was maintained at the cost of capital.
§ Excluding the West of India Portuguese, Pondicherry, Karaikkal-Peralam and Cawnpore-Burhwal (metre gauge link) railways.

Maintenance expenses per mile of track, including sidings (standard gauge)—concld.

Classification number.	Railway.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.
		Years.	£	Years.	£
IV	Indian Midland, including—	10·21		10·52	
V & XXXII	Bhopal-Itársi	13·54	644	14·54	707
XXX	Bína-Goona	3·00		4·00	
XXXI	Bhopal-Ujjain	3·00		4·00	
XII	North Western State, including—	16·66		17·66	
XIII	Hyderabad-Shadipalli	5·37		6·37	
XXIV	Southern Punjab (Delhi-Sámasata)*	0·14	1,621†	2·00	1,536†
XXXVII	Rájpura-Bhátinda	8·94		9·94	
XXXVIII	Jammu and Kashmir	7·80		8·80	
XIV	Oudh and Rohilkhand State‡	18·26	1,353	16·79	1,119
XV	Eastern Bengal State	27·52	1,774	27·50	1,733
XVI	Calcutta Port Commissioners'	16·09	1,608	17·09	1,756
XVII	East Coast State, including—	3·52	687	4·53	822‖
XVIII	Ennúr-Bezwada section (Bezwada-Madras)§	...		0·27	
XIX	Great Indian Peninsula, including—	33·33		34·33	
VII	Wardha Coal	21·66		22·66	
VIII	Dhond-Manmád	19·74	2,066	20·74	1,782
XXVIII	Khámgaon	27·83		28·83	
XXIX	Amráoti	26·87		27·87	
XX	Bombay, Baroda and Central India, including—	31·34		32·34	
VI	Godhra-Rutlam-Nágdá	3·74		4·73	
XXV	Tápti Valley§	...	3,382	0·08	2,179
XXXIV	Nágdá-Ujjain	1·46		2·47	
XXXV	The Gaekwar's Petlád	7·66		8·66	
XXI	Madras, including—	33·70		34·70	
X	Washermenpet-Ennúr section (Bezwada-Madras)	1·86	1,231	2·86	1,221
XXXVI	Kolar Gold-fields	3·59		4·59	
XXXIII	The Nizam's Guaranteed State, including—	15·02		16·02	
IX	Bezwada extension (East Coast State)	8·89	1,430	0·89	1,186

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Classification number.	Railway.	1897.	1898.
		£	£
I	East Indian, including—		
XXII	Delhi-Umballa-Kalka	852	799
XXIII	Tarkessur		
II	Bengal Central	759	727
III	Bengal-Nágpur	364	558
IV	Indian Midland, including—		
V & XXXII	Bhopal-Itársi	400	433
XXX	Bína-Goona		
XXXI	Bhopal-Ujjain		

* Opened for traffic during 1897.
† Excluding the Southern Punjab (Delhi-Sámasata) railway which was maintained at the cost of capital.
‡ Including the Cawnpore-Burhwal railway (metre gauge link).
§ Opened for traffic during 1898.
‖ Excluding the Ennúr-Bezwada section (Bezwada-Madras railway) which was not maintained during the year.

Expenses on permanent-way per mile of track, including sidings (standard gauge)—concld.

Classification number.	Railway.	1897.	1898.
		₹	₹
XII	North Western State, including—		
XIII	Hyderabád-Shadipalli		
XXIV	Southern Punjab (Delhi-Samásata)*	†843	777†
XXXVII	Rájpura-Bhátinda		
XXXVIII	Jammu and Kashmir		
XIV	Oudh and Rohilkhand State‡	803	488
XV	Eastern Bengal State	§1,007	§973
XVI	Calcutta Port Commissioners'	851	971
XVII	East Coast State, including—	322	403**
XVIII	Ennúr-Bezwada section (Bezwada-Madras)‖		
XIX	Great Indian Peninsula, including—		
VII	Wardhá Coal	1,006	832
VIII	Dhond-Manmád		
XXVIII	Khámgaon		
XXIX	Amráoti		
XX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá	§1,183	§1,169
XXV	Tápti Valley‖		
XXXIV	Nágdá-Ujjain		
XXXV	The Gaekwar's Petlád		
XXI	Madras, including—	546	556
X	Washermenpet-Ennúr section (Bezwada-Madras)		
XXXVI	Kolar Gold-fields		
XXXIII	The Nizam's Guaranteed State, including—	626	487
IX	Bezwada extension (East Coast State)		

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track including sidings was:

Classification number.	Railway.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XL	Bengal and North-Western—				
	Tirhoot section	13·87	809	14·87	791
	Company's section	10·60		9·73	
XLII	Rajputana-Malwa, including—	18·30	913¶	19·30	943
XLIII	Pálanpur-Deesa	4·15		5·15	
LXII	Ahmedabad-Parántij*	0·53		1·53	
LXIV	The Gaekwar's Mehsána	7·82		8·82	
XLIV	Southern Mahratta, including—	11·42	698	12·42	694
LV	Guntakal-Mysore frontier	5·13		6·13	
XLVI	Mysore section (Southern Mahratta)	11·78		12·78	
LXV	Kolhápur	6·70		7·70	
LXVI	Yesvantpur-Mysore frontier	4·59		5·59	
LXVII	Mysore-Nanjangúd	6·08		7·08	
XLVII	South Indian, including—	17·37	937	18·54	741
XLVIII	Máyavaram-Mutupet				
LXXIX	Pondicherry				
LXXX	Káraikkal-Peralam‖				
XLIX	Assam-Bengal	1·98	758	2·81	1,835††

* Opened for traffic during 1897.
† Excluding the Southern Punjab (Delhi-Samásata) railway which was maintained at the cost of capital.
‡ Including the Cawnpore-Burhwal railway (metre gauge link).
§ Approximate figures.
‖ Opened for traffic during 1898.
¶ Including the Udaipur-Chitor railway.
** Excluding the Ennúr-Bezwada section (Bezwada-Madras railway) which was not maintained during the year.
†† The abnormal increase is due to extensive repairs to damages done by the earthquake of 1897.

Maintenance expenses per mile of track, including sidings (metre gauge) —concld.

Classification number.	Railway.	1897. Mean age of line.	1897. Cost per mile of track, including sidings.	1898. Mean age of line.	1898. Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
L	Burma	10·27	1,205	10·73	1,182
LI	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	14·76	962	15·76	1,109
	Dacca section	12·48		13·48	
LIV	Deoghur	14·88	774	15·88	882
LVII	Rohilkund and Kumaon, including—	13·25	586	14·25	627
XLI	Lucknow-Bareilly section	9·16		10·16	
LIX	Bengal Dooars	4·74	613	5·74	835
LX	Dibru-Sadiya, including—				
LXI	Ledo and Tikak-Margherita colliery	13·99	3,081	14·99	2,872
LXXI	Jodhpur-Bikaner—				
	Jodhpur section	8·38	244	9·38	536
	Bikaner section	6·06	238	7·88	208
LXXII	Udaipur-Chitor	3·00	†	3·96	444
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including—	13·43	646	14·41	610
LXXIV	Jetalsar-Rájkot	4·72		5·72	
LXXV	Jámnagar *	0·73		1·73	
LXXVI	Dhrángadra ‖	..		0·59	

The expenses on permanent-way per mile of track, including sidings, compare as follows :

Classification number.	Railway.	1897.	1898.
		₹	₹
XL	Bengal and North-Western—		
	Tirhoot section	394	389
	Company's section		
XLII	Rajputana-Malwa, including—		
XLIII	Pálanpur-Deesa	§586‡	608§
LXII	Ahmedabad-Parántij *		
LXIV	The Gaekwar's Mehsána		
XLIV	Southern Mahratta, including—		
XLV	Guntakal-Mysore frontier	336	335
XLVI	Mysore section (Southern Mahratta)		
LXV	Kolhápur		
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
XLVII	South Indian, including—		
XLVIII	Máyavaram-Mutupet	652	459
LXXIX	Pondicherry		
LXXX	Káraikkal-Peralam‖		
XLIX	Assam-Bengal	445	557
L	Burma	675	633
LI	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	434§	560§
	Dacca section		

* Opened for traffic during 1897.
† Included with the Rajputana-Malwa railway.
‡ Including the Udaipur-Chitor railway.
§ Approximate figures.
‖ Opened for traffic during 1898.

Expenses on permanent-way per mile of track, including sidings (metre gauge)—concld.

Classification number.	Railway.	1897.	1898.
LVII	Rohilkund and Kumaon, including—	289	307
XLI	Lucknow-Bareilly section		
LIX	Bengal Dooars	283	324
LX	Dibru-Sadiya	2,627	2,123
LXXI	Jodhpur-Bikaner—		
	Jodhpur section	175	480
	Bikaner section	189	172
LXXII	Udaipur-Chitor	*	326
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including—	379	365
LXXIV	Jetalsar-Rájkot		
LXXV	Jámnagar†		
LXXVI	Dhrángadra§		

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Classification number.	Railway.	1897.		1898.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
I	East Indian, including—	Miles.	₹	Miles.	₹
XXII	Delhi-Umballa-Kalka	2,546,371	0·91	2,681,534	0·86
XXIII	Tarkessur				
II	Bengal Central	835,313	1·51	663,907	1·99
III	Bengal-Nágpur	735,735	1·28	712,609	1·45
IV	Indian Midland, including—				
V & XXXII	Bhopal-Itársi	601,823	1·17	637,708	1·22
XXX	Bina-Goona				
XXXI	Bhopal-Ujjain				
XII	North Western State, including—				
XIII	Hyderabad-Shadipalli				
XXIV	Southern Punjab (Delhi-Samásata)†	937,408	2·11	1,029,403	1·68
XXXVII	Rájpura-Bhátinda				
XXXVIII	Jammu and Kashmir				
XIV	Oudh and Rohilkhand State‡	807,437	1·89	823,980	1·52
XV	Eastern Bengal State	2,578,344	1·17	44,503	1·33
XVII	East Coast State, including—				
XVIII	Ennúr-Bezwada section (Bezwada Madras)§	590,644	1·34	528,872	1·77
XVIX	Great Indian Peninsula, including—				
VII	Wardha Coal	1,642,347	1·88	1,935,614	1·38
VIII	Dhond-Manmád				
XXVIII	Khamgáon				
XXIX	Amráoti				
XX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá	1,477,480	3·06	1,629,842	1·87
XXV	Tápti Valley§				
XXXIV	Nágdá-Ujjain				
XXXV	The Gaekwar's Petlád				

* Included with the Rajputana-Malwa railway.
† Opened for traffic during 1897.
‡ Including the Cawnpore-Burhwal railway (metre-gauge link).
§ Opened for traffic during 1898.

Maintenance expenses per 1,000 gross ton-miles (standard gauge)—concld.

Classification number.	Railway.	1897. Ton-mileage per mean mile worked.	1897. Cost of maintenance per 1,000 gross ton-miles.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	£	Miles.	£
XXI X XXXVI	Madras, including— Washermenpet-Ennúr section (Bezwada-Madras) Kolár Gold-fields	915,422	1·64	886,836	1·68
XXXIII IX.	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	973,358	1·61	1,048,177	1·25

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

18. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were:

Classification number.	Railway.	1897. Ton-mileage per mean mile worked.	1897. Cost of maintenance per 1,000 gross ton-miles.	1898. Ton-mileage per mean mile worked.	1898. Cost of maintenance per 1,000 gross ton-miles.
		Miles.	£	Miles.	£
XL	Bengal and North-Western— Tirhoot section Company's section	513,507	1·74	484,111	1·83
XLII XLIII LXII LXIV	Rajputana-Malwa, including— Pálanpur-Deesa Ahmedabad-Parántij* The Gaekwar's Mehsána	577,864§	1·83§	707,448	1·53
XLIV XLV XLVI LXV LXVI LXVII	Southern Mahratta, including— Guntakal-Mysore frontier Mysore section (Southern Mahratta) Kolhápur Yesvántpur-Mysore frontier Mysore-Nanjangúd	465,734	1·65	321,682	2·37
XLVII XLVIII LXXIX LXXX	South Indian, including— Máyavaram-Mutupet Pondicherry Káraikkal-Peralam‡	523,007	2·02	494,946	1·68
XLIX	Assam-Bengal	256,557	3·31	374,981	5·52
L	Burma	612,051	2·29	604,220	2·27
LI	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	504,910	2·21	557,209	2·34
LVII XLI LXXI	Rohilkund and Kumaon, including— Lucknow-Bareilly section Jodhpur-Bikaner—	284,077	2·20	326,664	2·06
	Jodhpur section	192,709	1·31	210,934	2·62
	Bikaner section	176,724	1·38	118,839	1·79
LXXII	Udaipur-Chitor	†	†	125,150	3·71
LXXIII LXXIV LXXV LXXVI	Bhávnagar-Gondal-Junágad-Porbandar, including— Jetalsar-Rájkot Jámnagar* Dhrángadra‡	244,725	2·84	213,768	3·07

* Opened for traffic during 1897.
† Included with the Rajputana-Malwa railway.
‡ Opened for traffic during 1898.
§ Including the Udaipur-Chitor railway.

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines * open for traffic amounted to ₹3,18,37,308 on a train-mileage of 53,090,941, giving an average cost of 10·17 annas per train-mile, while in 1897 the expenditure on standard gauge lines * was ₹2,95,91,162 on a train-mileage of 47,126,333, or an average of 10·05 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines † open for traffic during the year the total locomotive expenses were ₹1,05,91,103, the train-mileage 21,371,442, and the average cost per train-mile 7·93 annas; corresponding figures for the metre gauge lines† open for traffic in 1897 being, total locomotive expenses ₹1,05,10,638, train-mileage 21,620,640, and average cost per train-mile 7·78 annas.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Classification number.	Railway.	1897.				1898.			
		Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	Average cost of fuel per ton. ‡	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.	Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	Average cost of fuel per ton. ‡	Train-mileage per mean mile worked.	Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
I XXII XXIII	East Indian, including— Delhi-Umballa-Kalka Tarkessur	60·99	1·87	6,869	5·95	60·92	2·02	7,248	6·74
II	Bengal Central . . .	49·43	5·17	3,251	5·54	46·65	6·04	3,019	5·10
III	Bengal-Nágpur . . .	47·15	3·02	2,088	7·96	47·64	3·04	2,109	8·32
IV V &XXXII XXX XXXI	Indian Midland, including— Bhopal-Itársi Bína-Goona Bhopal-Ujjain	48·99	8·21	1,859	11·70	46·77	8·36	1,946	11·43
XII XIII XXIV XXXVII XXXVIII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Sámasata) § Rájpura-Bhátinda Jammu and Kashmir	42·98	9·46	2,999	11·79	46·19	12·50	3,108	11·80
XIV	Oudh and Rohilkhand State	39·90	10·60	2,827	9·53	40·70	10·18	2,906	7·82
XV	Eastern Bengal State . .	48·23	5·10¶	8,044	9·09	44·73	4·79¶	7,598	6·57
XVII XVIII	East Coast State, including— Ennur-Bezwada section (Bezwada-Madras)‖	48·44	8·58	1,906	11·10	44·84	7·42	1,710	11·52
XIX VII VIII XXVIII XXIX	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	42·70	8·56	6,100	12·27	44·66	8·64	6,336	12·65
XX VI XXV XXXIV XXXV	Bombay, Baroda and Central India, including— Godhra-Rutlam-Nágdá Tapti Valley‖ . . . Nágdá-Ujjain . . . The Gaekwar's Petlád	56·34	16·76¶	4,383	15·70	60·95	14·49¶	4,213	16·49
XXI XXXVI X	Madras, including— Kolar Gold-fields . . . Washermenpet-Ennúr section (Bezwada-Madras)	51·19	7·38	3,087	13·12	50·65	13·91	3,032	12·69
XXXIII IX	The Nizam's Guaranteed State, including— Bezwada extension (East Coast State).	60·48	4·56	2,564	8·36	64·25	4·60	2,674	8·47

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the West of India Portuguese railway.
‡ Calculated on actual weight.
§ Opened for traffic during 1897.
‖ Opened for traffic during 1898.
¶ Approximate figures.

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Classification number.	Railway.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1897. Average cost of fuel per ton. *	1897. Train-mileage per mean mile worked.	1897. Locomotive expenses per train-mile.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1898. Average cost of fuel per ton. *	1898. Train-mileage per mean mile worked.	1898. Locomotive expenses per train-mile.
		lbs.	₹	Miles	Ans.	lbs.	₹	Miles.	Ans.
XL	Bengal and North-Western—								
	Tirhoot section	27·35	6·71	2,499	4·13	29·46	5·92	2,560	4·09
	Company's section								
XLII	Rajputana-Malwa, including—								
XLIII	Pálanpur-Deesa								
LXII	Ahmedabad-Parántij†	32·71‡	16·81§ & ‡	2,778‡	9·75‡	32·45	15·55§	3,205	9·18
LXIV	The Gaekwar's Mehsána								
XLIV	Southern Mahratta, including—								
XLV	Guntakal-Mysore frontier								
XLVI	Mysore section (Southern Mahratta).	32·86	6·13	2,643	7·42	34·49	8·06	1,740	9·08
LXV	Kolhápur								
LXVI	Yesvantpur-Mysore frontier								
LXVII	Mysore-Nanjangúd								
XLVII	South Indian, including—								
XLVIII	Máyavaram-Mutupet								
LXIX	Pondicherry	33·08	9·76	3,300	7·79	31·31	13·07	3,133	8·09
LXX	Káraikkal-Peralam¶								
XLIX	Assam-Bengal	40·19	11·16	1,328	8·35	36·84	7·17	1,591	6·96
L	Burma	34·32	7·93	3,164	8·75	36·48	10·86	3,156	9·11
LI	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	29·30	6·07§	2,915	5·62	27·80	5·75§	3,109	5·52
	Dacca section								
LIV	Deoghur	55·23	4·00	2,794	7·42	42·73	3·00	3,207	9·96
LVII	Rohilkund and Kumaon, including—	24·61	3·50	1,687	5·08	24·11	8·85	1,824	4·76
XLI	Lucknow-Bareilly section								
LIX	Bengal Dooars	26·63	16·52	1,687	6·66	39·13	12·95	1,282	8·76
LX	Dibru-Sadiya, including—								
LXI	Ledo and Tikak-Margherita Collieryt	45·05	8·49	2,408	6·78	47·87	8·50	2,572	6·89
LXXI	Jodhpur-Bikaner—								
	Jodhpur section	27·25	20·87	1,035	7·59	29·48	20·39	1,099	7·61
	Bikaner section	26·15	20·88	1,135	7·35	26·33	20·37	848	7·05
LXXII	Udaipur-Chitor	¶	¶	¶	¶	27·31	23·95	764	8·56
LXXII	Bhávnagar-Gondal-Junágad-Porbandar, including—	29·81	22·80	1,472	9·37	31·30	20·57	1,322	9·35
LXXIV	Jetalsar-Rájkot								
LXXV	Jámnagar †								
LXXVI	Dhrángadra¶								

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Classification number.	Railway.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
I	East Indian, including—						
XXII	Delhi-Umballa-Kalka	164·53	2,546,371	1·06	164·68	2,681,534	1·14
XXIII	Tarkessur						
II	Bengal Central	192·02	835,313	1·35	212·09	663,901	1·45
III	Bengal-Nágpur	133·79	735,735	1·41	141·00	712,609	1·54

* Calculated on actual weight.
† Opened for traffic during 1897.
‡ Including the Udaipur-Chitor railway.
§ Approximate figures.
‖ Opened for traffic during 1898.
¶ Included with the Rajputana-Malwa railway.

Locomotive expenses per 1,000 gross ton-miles (standard gauge)—concld.

Classification number.	Railway.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
IV	Indian Midland, including—						
V & XXXII	Bhopal-Itársi	151·37	601,823	2·25	142·67	637,708	2·18
XXX	Bina-Goona						
XXXI	Bhopal-Ujjain						
XII	North Western State, including—						
XIII	Hyderabad-Shadipáli						
XXIV	Southern Punjab (Delhi-Samásata)*	137·50	937,408	2·36	132·93	1,089,070	2·12
XXXVII	Rájpura-Bhátinda						
XXXVIII	Jammu and Kashmir						
XIV	Oudh and Rohilkhand State	129·26†	807,437‡	1·93†	132·65†	823,980‡	1·59†
XV	Eastern Bengal State	150·47	2,578,344	1·77	141·34	2,404,503	1·30
XVII	East Coast State, including—						
XVIII	Ennur-Bezwáda section (Bezwada-Madras)§	156·34	590,644	2·24	145·00	528,872	2·33
XIX	Great Indian Peninsula, including—						
VII	Wardha Coal						
VIII	Dhond-Manmád	158·59	1,642,347	2·85	146·19	1,935,614	2·59
XXVIII	Khámgaon						
XXIX	Amráoti						
XX	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nágdá	167·11	1,477,480	2·91	157·55	1,629,842	2·66
XXV	Tapti Valley§						
XXXIV	Nágdá-Ujjain						
XXXV	The Gaekwar's Petlád						
XXI	Madras, including—						
XXXVI	Kolar Gold-fields						
X	Washermenpet-Ennúr section (Bezwada-Madras)	172·61	915,422	2·76	173·18	886,836	2·71
XXXIII	The Nizam's Guaranteed State, including—						
IX	Bezwada extension (East Coast State)	159·33	973,358	1·38	163·91	1,048,177	1·35

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Classification number.	Railway.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
XL	Bengal and North-Western—						
	Tirhoot section	133·11	513,507	1·26	155·82	484,111	1·35
	Company's section						
XLII	Rajputana-Malwa, including—						
XLIII	Pájanpur-Deesa						
LXII	Ahmedabad-Parántij*	157·29‖	577,864‖	2·93‖	147·00	707,448	2·66
LXIV	The Gaekwar's Mehsána						
XLIV	Southern Mahratta, including—						
XLV	Guntakal-Mysore frontier						
XLVI	Mysore section (Southern Mahratta)						
LXV	Kolhápur	186·47	465,734	2·63	186·60	321,682	3·07
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						

* Opened for traffic during 1897.
† Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge link) railways.
‡ Including the Cawnpore-Burhwal (metre gauge link).
§ Opened for traffic during 1898.
‖ Including the Udaipur-Chitor railway.

Locomotive expenses per 1,000 gross ton-miles (metre gauge)—concld.

Classification number.	Railway.	1897. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1897. Ton-mileage hauled per mean mile worked.	1897. Locomotive expenses per 1,000 gross ton-miles.	1898. Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	1898. Ton-mileage hauled per mean mile worked.	1898. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
XLVII	South Indian, including—						
XLVIII	Máyavaram-Mulupet						
LXXIX	Pondicherry	208·66	523,007	3·07	198·68	494,946	3·21
LXXX	Káraikkal-Peralam*						
XLIX	Assam-Bengal	208·12	256,557	2·70	156·35	374,981	1·84
L	Burma	177·54	612,051	2·83	190·62	604,220	2·97
LI	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	170·96	504,910	2·05	155·12	557,209	1·92
	Dacca section						
LVII	Rohilkund and Kumaon, including—	146·17	284,077	1·89	134·64	326,664	1·66
XLI	Lucknow-Bareilly section						
LXXI	Jodhpur-Bikaner—						
	Jodhpur section	146·39	192,709	2·55	153·64	210,934	2·48
	Bikaner section	168·01	176,724	2·95	187·92	118,830	3·15
LXXII	Udaipur-Chitor	†	†	†	166·69	125,150	3·26
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including—						
LXXIV	Jetalsar-Rájkot	182·25	240,712	3·52	192·43	215,089	3·59
LXXV	Jámnagar ‡						
LXXVI	Dhrángadra*						

Locomotive expenses: cost of fuel.

15. The average prices of fuel per ton varying—as will be noticed from the foregoing paragraphs—from ₹1·87 on the East Indian railway to ₹22·80 on the Bhávnagar-Gondal-Junágad-Porbandar railway system in 1897 and from ₹2·02 on the East Indian railway to ₹23·95 on the Udaipur-Chitor railway in 1898, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Classification number.	Railway.	1897.	1898.
		₹	₹
I	East Indian, including—		
XXII	Delhi-Umballa-Kalka		
XXIII	Tarkessur	0·87	0·99
II	Bengal Central	0·79	0·73
III	Bengal Nágpur	1·21	1·32
IV	Indian Midland, including—		
V & XXXII	Bhopal-Itársi		
XXX	Bina-Goona	1·47	1·44
XXXI	Bhopal-Ujjain		

* Opened for traffic during 1898.
† Included with the Rajputana-Málwa railway.
‡ Opened for traffic during 1897.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge)—concld.

Classification number.	Railway.	1897.	1898.
		£	£
XII	North Western State, including—		
XIII	Hyderabad-Shadipalli		
XXIV	Southern Punjab (Delhi-Samásata)*	1·43	1·30
XXXVII	Rájpura-Bhátinda		
XXXVIII	Jammu and Kashmir		
XIV	Oudh and Rohilkhand State	1·32 †	0·99†
XV	Eastern Bengal State	1·34 ‡	0·89 ‡
XVII	East Coast State, including—	1·39	1·76
XVIII	Ennúr-Bezwada section (Bezwada-Madras)§		
XIX	Great Indian Peninsula, including—		
VII	Wardha Coal		
VIII	Dhond-Manmád	2·03	1·85
XXVIII	Khámgaon		
XXIX	Amráoti		
XX	Bombay, Baroda and Central India, including—		
VI	Godhra-Rutlam-Nágdá		
XXV	Tápti Valley§	1·17 ‡	1·63 ‡
XXXIV	Nágdá-Ujjain		
XXXV	The Gaekwar's Petlád		
XXI	Madras, including—		
XXXVI	Kolar Gold-fields	1·61	1·51
X	Washermenpet-Ennúr section (Bezwada-Madras)		
XXXIII	The Nizam's Guaranteed State, including—	1·02	0·98
IX	Bezwada extension (East Coast State)		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were :

Classification number.	Railway.	1897.	1898.
		£	£
XL	Bengal and North-Western—		
	Tirhoot section	0·86	0·94
	Company's section		
XLII	Rajputana-Malwa, including—		
XLIII	Pálanpur-Deesa		
LXII	Ahmedabad-Parántij‡	1·76‡ & ‖	1·58 ‡
LXIV	The Gaekwar's Meshána		
XLIV	Southern Mahratta, including—		
XLV	Guntakal-Mysore frontier		
XLVI	Mysore section (Southern Mahratta)	1·81	2·31
LXV	Kolhápur		
LXVI	Yesvantpur-Mysore frontier		
LXVII	Mysore-Nanjangúd		
XLVII	South Indian, including—		
XLVIII	Máyavaram-Mutupet		
LXXIX	Pondicherry	1·73	1·91
LXXX	Káraikkal-Peralam§		
XLIX	Assam-Bengal	1·55	1·29
L	Burma	1·87	1·97
LI	Eastern Bengal State—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	1·48 ‡	1·41 ‡
	Dacca section		
LVII	Rohilkund and Kumaon, including—	1·33	1·33
XLI	Lucknow-Bareilly section		
LXXI	Jodhpur-Bikaner—		
	Jodhpur section	1·18	1·08
	Bikaner section	1·38	1·44
LXXII	Udaipur-Chitor	¶	1·23
LXXIII	Bhávnagar-Gondal-Junágad-Porbándar, including—		
LXXIV	Jetalsar-Rájkot		
LXXV	Jámnagar*	1·91	1·90
LXXVI	Dhrángadra§		

* Opened for traffic during 1897.
† Calculated on the gross ton-mileage of both the Oudh and Rohilkhand and Cawnpore-Burhwal (metre gauge) link railways.
‡ Approximate figures.
§ Opened for traffic during 1898.
‖ Including the Udaipur-Chitor railway.
¶ Included with the Rajputana-Malwa railway.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Classification number.	Railway.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.
I	East Indian, including—	Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
XXII	,, Delhi-Umballa-Kalka	339,775,066	63,677	23,757	5·36	331,639,402	60,428	22,570	5·49
XXIII	,, Tarkessur								
II	Bengal Central	7,313,734	40,697	6,244	3·00	5,495,677	35,019	3,964	8·96
III	Bengal-Nágpur	57,147,929	41,950	12,460	4·80	64,161,819	45,001	14,184	4·01
IV	Indian Midland, including—								
V & XXXII	Bhopal-Itársi	36,630,955	32,036	10,789	8·01	40,996,620	32,467	12,737	7·95
XXX	Bina-Goona								
XXXI	Bhopal-Ujjain								
XII	North Western State, including—								
XIII	Hyderabad-Shadipalli								
XXIV	Southern Punjab (Delhi-Samásata)*	199,907,313	32,806	11,927	6·07	251,973,938	35,253	15,654	6·55
XXXVII	Rájpura-Bhátinda								
XXXVIII	Jammu and Kashmir								
XIV	Oudh and Rohilkhand State	58,956,430	36,897	8,676	11·81	84,061,305	29,453	14,243	5·66
XV	Eastern Bengal State	43,221,010	35,367	13,763	6·12	42,572,053	33,676	12,072	7·53
XVII	East Coast State, including—								
XVIII	Ennúr-Bezwada section (Bezwada-Madras)†	19,480,734	34,944	6,941	5·35	17,071,017	26,838	6,112	7·83
XIX	Great Indian Peninsula, including—								
VII	Wardha Coal								
VIII	Dhond-Manmád	135,606,883	31,869	12,551	14·77	160,808,857	30,410	13,544	22·97
XXVIII	Khámgaon								
XXIX	Amráoti								
XX	Bombay, Baroda and Central India, including—								
VI	Godhra-Rutlam-Nágdá								
XXV	Tapti Valley†	69,320,590	46,447	11,016	14·15	76,481,519	39,068	13,591	12·69
XXXIV	Nágdá-Ujjain								
XXXV	The Gaekwar's Petlád								
XXI	Madras, including—								
X	Washermenpet-Ennúr section (Bezwada-Madras)	59,667,139	30,110	12,857	10·32	55,377,132	28,505	11,572	8·61
XXXVI	Kolar Gold-fields								
XXXIII	The Nizám's Guaranteed State, including—								
IX	Bezwáda extension (East Coast State)	20,755,660	44,968	17,954	5·70	20,117,355	41,871	17,190	6·39

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Classification number.	Railway.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.
XL	Bengal and North-Western—	Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
	Tirhoot section Company's section	54,069,181	36,313	11,598	2·92	57,358,690	44,717	9,020	2·54
XLII	Rajputana-Malwa, including—								
XLIII	Pálanpur-Deesa	‡	‡	‡					
LXII	Ahmedabad-Paránti*	134,954,502	29,798	12,399	6·34	160,343,711	28,986	16,157	5·71
LXIV	The Gaekwar's Mehsána								
XLIV	Southern Mahratta, including—								
XLV	Guntakal-Mysore frontier								
XLVI	Mysore section (Southern Mahratta)	85,991,115	27,669	12,927	4·50	58,560,743	18,114	8,937	7·32
LXV	Kolhápur								
LXVI	Yesvantpur-Mysore frontier								
LXVII	Mysore-Nanjangúd								

* Opened for traffic during 1897.
† Opened for traffic during 1898.
‡ Including the Udaipur-Chitor railway.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Classification number.	Railway.	1897. Total vehicle-mileage.	1897. Average mileage per coaching vehicle.	1897. Average mileage per goods vehicle.	1897. Carriage and wagon expenses per 1,000 home vehicle-miles.	1898. Total vehicle-mileage.	1898. Average mileage per coaching vehicle.	1898. Average mileage per goods vehicle.	1898. Carriage and wagon expenses per 1,000 home vehicle-miles.
XLVII XLVIII LXXIX LXXX	South Indian, including— Máyavaram-Mutupet Pondicherry Káraikkal-Peralam*	70,527,938	42,208	9,538	7·38	66,525,029	40,197	8,949	7·93
XLIX	Assam-Bengal	9,163,606	29,146	4,891	2·63	12,459,521	31,746	6,863	3·57
L	Burma	74,892,960	48,051	12,473	5·25	77,970,764	43,571	12,843	5·50
LI	Eastern Bengal State— Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch) Dacca section	40,622,127	37,727	11,002	4·33	44,432,182	35,801	10,903	4·18
LVII XLI	Rohilkund and Kumaon, including— Lucknow-Bareilly section.	10,983,600	27,026	9,640	3·99	12,932,634	27,337	10,727	3·86
LXXI	Jodhpur-Bikaner— Jodhpur section Bikaner section	6,637,955 738,433	41,555 †	18,229 †	3·41 4·31	5,997,931 630,835	39,038 †	12,305 †	3·58 4·97
LXXII	Udaipur-Chitor	†	†	†	†	860,250	25,330	6,486	3·74
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including—	13,173,549	27,981	6,936	4·99	12,999,252	26,362	6,587	5·05
LXXIV LXXV LXXVI	Jetalsar-Rájkot Jámnagar‡ Dhrángadra*								

Traffic expenses.

Traffic expenses per train-mile (standard and metre gauges).

20. The traffic expenses per train-mile, on the standard and metre gauge lines, are shown in the following table:

Classification number.	Railway.	1897. Train-mileage per mean mile worked.	1897. Average distance between stations.	1897. Traffic expenses per train-mile.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train mile.
	Standard gauge.	Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I XXII XXIII	East Indian, including— Delhi-Umballa-Kálka Tarkessur	6,869	6·85	4·43	7,248	6·68	4·48
II	Bengal Central	3,251	5·00	4·89	3,019	5·00	5·47
III	Bengal-Nágpur	2,088	9·16	4·91	2,109	8·90	4·83
IV V & XXXII XXX XXXI	Indian Midland, including— Bhopal-Itársi Bina-Goona Bhopal-Ujjain	1,859	7·69	4·79	1,946	7·76	4·47
XII XIII XXIV XXXVII XXXVIII	North Western State, including— Hyderabad-Shadipalli Southern Punjab (Delhi-Samásata)* Rájpura-Bhátinda Jammu and Kashmir	2,999	7·69	4·94	3,108	7·61	4·63
XIV LII	Oudh and Rohilkhand State, including— Cawnpore-Burhwal (metre gauge link)	2,736	7·14	5·25	2,858	7·36	4·79
XV	Eastern Bengal State	8,044	3·47	7·52	7,676	3·51	8·51
XVII XVIII	East Coast State including— Ennúr-Bezwada section (Bezwada Madras).*	1,906	6·49	5·28	1,710	5·66	6·29
XIX VII VIII XXVIII XXIX	Great Indian Peninsula, including— Wardha Coal Dhond-Manmád Khámgaon Amráoti	6,100	6·87	5·70	6,336	6·87	5·07

* Opened for traffic during 1898.
† Included with the Rajputana-Malwa railway.
‡ Opened for traffic during 1897.

Traffic expenses per train-mile (standard and metre gauges).

Classification number.	Railway.	1897. Train-mileage per mean mile worked.	1897. Average distance between stations.	1897. Traffic expenses per train-mile.	1898. Train-mileage per mean mile worked.	1898. Average distance between stations.	1898. Traffic expenses per train-mile.
	Standard gauge—concld.	Miles	Miles.	Ans.	Miles.	Miles.	Ans.
XX	Bombay, Baroda and Central India, including—						
VI	Godhra-Rutlam-Nágdá						
XXV	Tápti Valley*	4,383	5·85	6·09	4,213	5·96	6·46
XXXIV	Nágdá-Ujjain						
XXXV	The Gaekwar's Petlád						
XXI	Madras, including—						
X	Washermenpet-Ennúr section (Bezwada-Madras).	3,087	5·36	5·11	3,032	5·26	5·36
XXXVI	Kolar Goid-fields						
XXXII	The Nizam's Guaranteed State, including—						
IX	Bezwada extension (East Coast State).	2,564	8·21	4·67	2,674	8·25	4·47
	Metre gauge.						
XL	Bengal and North-Western—						
	Tirhoot section						
	Company's section	2,499	6·00	3·63	2,560	6·07	3·26
XLII	Rajputana-Malwa, including—						
XLIII	Pálanpur-Deesa						
LXII	Ahmedabad-Parántij†	2,778‡	7·22‡	4·81‡	3,205	7·21	4·42
LXIV	The Gaekwar's Mehsána						
XLIV	Southern Mahratta, including—						
XLV	Guntakal-Mysore frontier						
XLVI	Mysore section (Southern Mahratta).						
LXV	Kolhápur	2,643	7·54	3·52	1,740	7·47	4·91
LXVI	Yesvantpur-Mysore frontier						
LXVII	Mysore-Nanjangúd						
XLVII	South Indian, including—						
XLVIII	Máyavaram-Mutupet						
LXXIX	Pondicherry	3,300	6·61	3·74	3,141	6·51	3·79
LXXX	Káraikkal-Peralam*						
XLIX	Assam-Bengal	1,328	8·01	6·70	1,591	7·90	5·66
L	Burma	3,166	6·24	5·04	3,137	6·24	5·23
LI	Eastern Bengal State—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	2,945	6·64	4·69	3,088	6·79	4·91§
	Dacca section						
LVI	Mymensingh-Jamalpur-Jagannathganj*						
LIV	Deoghur	2,794	4·79	6·25	3,207	4·79	5·88
LVII	Rohilkund and Kumaon, including—	1,687	6·34	4·14	1,824	6·34	3·97
XLI	Lucknow-Bareilly section						
LIX	Bengal Dooars	1,687	5·20	7·82	1,282	5·20	10·17
LX	Dibru-Sadiya, including—						
LXI	Ledo and Tikak-Margherita Colliery	2,408	4·61	3·98	2,572	4·72	3·79
LXXI	Jodhpur-Bikaner—						
	Jodhpur section	1,035	9·16	3·13	1,099	9·16	2·78
	Bikaner section	1,135	14·50	2·82	848	14·25	2·69
LXXII	Udaipur-Chitor	‖	‖	‖	764	10·14	4·35
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar, including—	1,472	7·11	5·73	1,322	7·23	5·85
LXXIV	Jetalsar-Rájkot						
LXXV	Jámnagar†						
LXXVI	Dhrángadrá*						

* Opened for traffic during 1898.
† Opened for traffic during 1897.
‡ Including the Udaipur-Chitor railway.
§ Excluding the Mymensingh-Jamalpur-Jagannathganj railway.
‖ Included with the Rajputana-Malwa railway.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

21. The general charges, both of the standard and metre-gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings, excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Classification number.	Railway.	1897. Gross earnings, excluding steam-boat service, per mean mile worked.	1897. General charges, per cent. on gross earnings, excluding steam-boat service.	1898. Gross earnings, excluding steam-boat service, per mean mile worked.	1898. General charges, per cent. on gross earnings, excluding steam-boat service.
	Standard gauge.	₹	Per cent.	₹	Per cent.
I	East Indian, including—				
XXII	Delhi-Umballa-Kalka	31,500	3·18	31,942	3·14
XXIII	Tarkessur				
II	Bengal Central	9,105	10·26	8,197	12·96
III	Bengal-Nágpur	7,190	8·95	7,436	8·49
IV	Indian Midland, including—				
V & XXXII	Bhopal-Itársi	6,824	8·12	6,946	7·49
XXX	Bina-Goona				
XXXI	Bhopal-Ujjain				
XII	North Western State, including—				
XIII	Hyderabad-Shadipalli				
XXIV	Southern Punjab (Delhi-Samásata)*	11,159	3·84	11,704	3·59
XXXVII	Rájpura-Bhátinda				
XXXVIII	Jammu and Kashmir				
XIV	Oudh and Rohilkhand State, including—				
LII	Cawnpore-Burhwal (metre-gauge link)	9,698	4·90	9,900	4·70
XV	Eastern Bengal State	35,277	4·05	33,895	4·28
XVI	Calcutta Port Commissioners'	46,135	3·95	50,207	5·27
XVII	East Coast State, including—				
XVIII	Ennúr-Bezwada section (Bezwada-Madras)†	5,225	10·36	4,941	11·79
XIX	Great Indian Peninsula, including—				
VII	Wardha Coal				
VIII	Dhond-Manmád	19,065	4·78	23,387	3·84
XXVIII	Khámgaon				
XXIX	Amráoti				
XX	Bombay, Baroda and Central India, including—				
VI	Godhra-Rutlam-Nágdá				
XXV	Tápti Valley†	23,859	4·19	26,615	3·55
XXXIV	Nágdá-Ujjain				
XXXV	The Gaekwar's Petlád				
XXI	Madras, including—				
X	Washermenpet-Ennúr section (Bezwada-Madras)	13,686	4·95	12,789	5·22
XXXVI	Kolar Gold-fields				
XXXIII	The Nizam's Guaranteed State, including—				
IX	Bezwada extension (East Coast State)	10,649	7·76	11,493	6·55
	Metre gauge.				
XL	Bengal and North-Western—				
	Tirhoot section	6,635	7·12	6,719	6·31
	Company's section				
XLII	Rajputana-Malwa, including—	‡			
XLIII	Pálanpur-Deesa	10,169	6·09‡	11,708	5·36
LXII	Ahmedabad-Parántij*				
LXIV	The Gaekwar's Mehsáha				

* Opened for traffic during 1897.
† Opened for traffic during 1898.
‡ Including the Udaipur-Chitor railway.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Classification number.	Railway.	1897.		1898.	
		Gross earnings, excluding steam-boat service, per mean mile worked.	General charges, per cent. on gross earnings, excluding steam-boat service.	Gross earnings, excluding steam-boat service, per mean mile worked.	General charges, per cent. on gross earnings, excluding steam-boat service.
	Metre gauge—concld.	₹	Per cent.	₹	Per cent.
XLIV	Southern Mahratta, including—				
XLV	Guntakal-Mysore frontier				
XLVI	Mysore section (Southern Mahratta)	6,046	9·16	4,608	12·52
LXV	Kolhápur				
LXVI	Yesvantpur-Mysore frontier				
LXVII	Mysore-Nanjangúd				
XLVII	South Indian, including—				
XLVIII	Máyavaram-Mutupet				
LXXIX	Pondicherry	8,595	6·75	7,890	7·29
LXXX	Karaikkal-Peralam*				
XLIX	Assam-Bengal	3,289	25·11	4,492	17·38
L	Burma	9,763	7·01	9,579	7·65
LI	Eastern Bengal State—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	9,494	4·82	9,790	4·82‡
	Dacca section				
LVI	Mymensingh-Jamalpur-Jagannathganj*				
LIV	Deoghur	6,330	8·14	6,701	7·84
LVII	Rohilkund and Kumaon, including—	4,479	11·48	5,385	9·74
XLI	Lucknow-Bareilly section				
LIX	Bengal Dooars	7,518	11·44	7,020	11·31
LX	Dibru-Sadiya, including—				
LXI	Ledo and Tikak-Margherita Colliery	8,998	10·18	9,844	9·60
LXXI	Jodhpur-Bikaner—				
	Jodhpur section	3,503	3·20	3,815	3·15
	Bikaner section	2,690	4·17	2,021	3·71
LXXII	Udaipur-Chitor	§	§	2,375	8·79
LXXIII	Bhávnagar-Gondal-Junágad-Porhandar, including—				
LXXIV	Jetalsar-Rájkot	5,033	9·73	4,452	10·70
LXXV	Jámnagar†				
LXXVI	Dhrángadrá*				

Compensation.

22. The total expenses, on the standard and metre-gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹3,01,067, being 0·11 per cent. on the gross earnings, against ₹2,97,857 equal to a percentage of 0·12 on gross earnings in 1897.

* Opened for traffic during 1898.
† Opened for traffic during 1897.
‡ Excluding the Mymensingh-Jamalpur-Jagannathganj railway.
§ Included with the Rajputana-Malwa railway.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1899 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the standard and metre gauge railway systems during the year 1898, as compared with those of the previous year; further details for each line for the year 1898 are tabulated in Part I of the Administration Report and in the appendices to this volume.

East Indian Railway system (standard gauge).

3. The length of line open for traffic is made up as follows:

	Miles.
East Indian railway	1,712·25
Tarkessur railway	22·23
Delhi-Umballa-Kalka railway	162·24
TOTAL	1,896·72

The mean mileage worked during the year was 1,926·28 miles* against 1,922·63 miles* in the previous year. The increase was due to the opening of the Hathras City branch (5·61 miles), Maharajpur branch (3·15 miles) from the 1st and 30th November 1898, respectively, and to minor additions.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, ‡ including steam-boat and suspense.
	Miles.	Miles.	£	£	£		£	
Previous year .	1,922·63	13,206,959	6,97,13,988	1,81,99,198	4,25,14,790	29·98	606	10·40
1898 . .	1,926·28	13,962,223	6,17,17,629	1,98,76,376	4,18,41,253	32·21	614	10·07
Increase or decrease . .	+3·65	+755,264	+10,03,641	+16,77,178	−6,73,537	+2·23	+8	−0·33
Percentage of increase or decrease .	+0·19	+5·72	+1·65	+9·22	−1·58	.....	+1·32	.....

* Including 34·50 miles of the Eastern Bengal State railway, from the Kidderpore docks to Naihati, and 1·00 mile of the Rajputana-Malwa railway, from Agra East Bank to Agra Fort, worked ove

† Including contribution to the Provident Fund,

‡ Rupees 40,88,58,268 in 1897 and R41,56,88,400 in 1898. These figures include interest on capital of the Delhi-Umballa-Kalka railway during construction. For details of the capital outlay to the 31st December 1898, see chapter II.

Surplus profits.

The divided surplus profits for the two halves of 1897 and 1898 compare as follows:

	Previous year.		1898.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper	47,54,928	47,96,125	60,53,104	39,43,874
East Indian Railway Company's share of East Indian railway proper	11,88,732	11,99,031	15,13,276	9,85,968
East Indian Railway Company's share for working the Tarkessur railway	22,915	17,726	23,860	15,755
TOTAL	12,11,647	12,16,757	15,37,136	10,01,723
Tarkessur railway share of net earnings	91,658	70,905	95,442	63,020
Delhi-Umballa-Kalka railway share of net earnings	3,52,548	4,65,577	4,77,048	3,58,858

The increase in surplus profits amounted to ₹5,70,060; and was due to a decrease of ₹12,43,597 in the interest and annuity charges less a decrease of ₹6,73,537 only in net earnings.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	1,83,68,990	1,90,91,774	+7,22,784
Goods	4,13,20,746	4,16,01,890	+2,81,144
Electric telegraph	99,893	1,06,243	+6,350
Steam-boat	1,51,326	1,89,179	+37,853
Sundries	7,73,033	7,28,543	—44,490
TOTAL	6,07,13,988	6,17,17,629	+10,03,641

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	66,010	6,31,209	199,397	8,20,866	1,273,432	12,01,683	16,690,186	1,33,46,810	18,228,825	1,59,00,568
1898	70,390	6,94,275	212,445	8,46,779	1,447,186	13,11,102	17,664,274	1,39,56,976	19,394,295	1,68,09,132
Increase	4,380	63,066	13,248	25,913	173,754	1,09,419	974,088	7,10,166	1,165,470	9,08,564

The increase was due to the increased traffic to the river side stations near the Ganges on account of the lunar eclipses on the 6th January and 28th December and the solar eclipse on the 22nd January, to the movements of pilgrims and marriage parties, reduced earnings in 1897 owing to famine and to the plague in Western India, and to a large number of the native community leaving Calcutta in April 1898 on account of the plague scare and returning after the panic had subsided.

There were decreases of R84,298 and R1,37,688 in the earnings from "Military carriages, horses, etc." and "Parcels for the public," respectively, due to movement in the previous year of horses and transport mules, and large despatches of ordnance and commissariat stores, booked as parcels, in connection with the frontier expeditions.

The average sum received for carrying a passenger one mile amounted to pies 2·74, the same as in the previous year.

The coaching earnings per passenger train-mile were R3·61 against R3·53.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	3,415,967	2,84,11,873	3,357,437	2,62,96,621	−58,530	−21,15,252
Military stores	10,297	4,30,346	15,205	4,83,069	+4,968	+52,723
Railway materials for construction (Home line only)	127,374	2,32,417	219,330	3,58,017	+91,956	+1,25,600
Coal and coke for the public and foreign railways	3,360,305	4,06,95,894	3,745,260	1,27,02,989	+384,955	+20,06,195
Coal and coke for construction (Home line only)	10,141	29,765	28,321	86,262	+18,180	+56,497
Coal and coke for revenue only	381,145	7,73,650	437,375	8,79,980	+56,230	+1,03,336
Revenue stores other than coal and coke	438,586	4,22,372	439,015	4,07,662	+429	−14,710
Live-stock	4,922	1,86,909	4,343	1,74,456	−579	−12,453
Rents, miscellaneous, etc.	...	1,37,520	...	2,16,728	...	+79,208
TOTAL	7,748,737	4,13,20,746	8,246,346	4,16,01,890	+497,609	+2,81,144

The noticeable fluctuations under "Merchandise, general," were as follows:

	Increase. Tons.	R
Cotton, manufactured	9,092	2,10,564
Jute	25,075	3,59,394
Oil-seeds	189,088	14,20,000
Stone and lime	24,495	1,28,492
	Decrease.	
Cotton, raw	7,855	2,41,541
Grain and pulse	224,379	31,04,009
Hides and skins	9,449	1,55,849
Oils	3,250	1,07,536
Railway plant and rolling stock carried for the public and foreign railways	65,621	5,64,122

Cotton, manufactured.—The increase was chiefly in despatches of imported piece-goods from Calcutta and Howrah to Burdwan, Loop line districts and the North-Western Provinces and Oudh.

Jute.—The increase was in jute, raw, and was due to increased traffic from Howrah to Cawnpore for mills and to larger despatches from the out-agencies at Jeaganj, Jungipur and Dhulian and from the Eastern Bengal State railway *vid* Naihati and Maharajpur Ghát to Calcutta, chiefly for shipment; and in gunny bags and cloth from Calcutta to up-country, owing to a large demand for bagging purpose.

Oil-seeds.—The increase was chiefly in linseed and rape and mustard seeds from up country to Calcutta and *vid* Jubbulpore to Bombay for export.

M

Stone and lime.—The increase under stone was chiefly in road metal from Rajgan and Pakur to Calcutta and to the Eastern Bengal State railway *viâ* Naihati for municipal requirements; in rough dressed stone from Chunar, Bindhachal, Gya and Bela to Calcutta and Behar for building purposes; in iron stone from Toposi to places *viâ* Naihati; and in lime stone and lime from Majhgawan, Sutna, Jaitwar, Katni and *viâ* Ásansol towards Calcutta for mills and private companies.

Cotton, raw.—The decrease was in traffic chiefly from up country to Calcutta and Bombay, and from Delhi, the Berars and Central Provinces to Cawnpore for the mills.

Grain and pulse.—The decrease was due to the recovery of the country from the famine which occasioned in the previous year an exceptionally heavy traffic in rice and gram and pulses from Bengal to up country. The traffic in wheat, however, showed an increase, chiefly from the North-Western Provinces and Oudh and the Punjab to Bombay and Calcutta for export.

Hides and skins.—The decrease was in hides chiefly from up country to Calcutta for export; in raw hides from stations *viâ* Ghaziabad and Delhi to Cawnpore; and in skins from stations *viâ* Agra, Ghaziabad and Jubbulpore to Madras.

Oils.—The decrease was chiefly in kerosine oil from the Budge-Budge depôt to up country stations as far as Kalka and to foreign railways *viâ* Asansol, Digha Ghat, Moghal Sarai, Ghaziabad, and Umballa Cantonment.

Railway plant and rolling stock carried for the public and foreign railways.—The decrease was chiefly in iron materials from Calcutta for the Eastern Bengal, Bengal and North-Western, Oudh and Rohilkhand, Southern Punjab and South Behar railways; in stone boulders from Pakur and Maharajpur to Manihari Ghat for the Eastern Bengal State railway; and in sleepers from Howrah and the Bengal-Nágpur railway *viâ* Ásansol for the Bengal and North-Western and Eastern Bengal State railways.

The increase under "Railway materials for construction" was chiefly in materials carried for the Moghal Sarai-Gya extension and for the engineering department.

The increase under "Coal and coke for the public and foreign railways" was due to the extensive use of Bengal coal by foreign railways, to the increased traffic to Brace Bridge Hall and Kidderpore docks for export and to the increased demand in mills and factories and for brick-burning purposes.

The average sum received for carrying a ton of goods one mile amounted to pies 4·62 against pies 4·87 in the previous year.

The goods earnings per goods train-mile were ₹4·80 against ₹5·17.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	44,67,111	7·36	44,17,023	7·16	*—50,088*	*—0·20*
Locomotive expenses	49,13,193	8·09	58,83,647	9·53	+9,70,454	+1·44
Carriage and wagon expenses	17,71,135	2·92	18,21,455	2·95	+50,320	+0·03
Traffic expenses	36,60,454	6·03	39,06,814	6·33	+2,46,300	+0·30
General charges	19,26,947	3·18	19,29,643	3·13	+2,696	*—0·05*
Steam-boat service	1,50,511	0·25	1,47,472	0·24	*—3,039*	*—0·01*
Special and miscellaneous expenditure	13,09,847	2·15	17,70,322	2·87	+4,60,475	+0·72
TOTAL	1,81,99,198	29·98	1,98,76,376	32·21	+16,77,178	+2·23

The increase under "Locomotive expenses" was due to the increased mileage run, enhanced price of coal and the renewal of engines which had been suspended in the previous year.

The increase under "Traffic expenses" was chiefly due to increases granted on the reorganization of the superior staff, employment of additional staff to meet the increased traffic and to the payment of an extra charge of one pie per maund made to the Port Commissioners for handling coal traffic at the Kidderpore Docks.

The increase under "Special and miscellaneous expenditure" was chiefly due to larger payments for hire of vehicles and mileage and demurrage of foreign stock.

Traffic working.

A "mixed" train service between Allahabad and Sutna was put on from the 21st March and extended to Jubbulpore from the 1st July 1898.

The Loop line services Nos. 13 Up and 14 Down were extended from Jamalpur to Mokameh on and from the 1st November 1898.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in Chapter X, pages 168 and 169, Part I of the Administration Report.

Bengal Central Railway (standard gauge).

General results.

4. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	£	£			£	
Previous year	125·01	406,370	11,38,199	6,48,513	4,89,686	56·98	175	4·17
1898	125·01	377,351	10,24,657	6,56,650	3,68,007	64·08	158	2·98
Increase or decrease	...	−29,019	−1,13,542	+8,137	−1,21,679	+7·10	−17	−1·19
Percentage of increase or decrease.	..	−7·14	−9·98	1·25	−24·85	..	−9·71	..

Surplus profits.

The following table compares the interest charges and net earnings for the first and second halves of 1897 and 1898:

	Previous year.		1898.	
	First-half.	Second-half	First-half.	Second-half.
	£	£	£	£
Interest charges on paid up capital	2,71,703	2,65,106	2,65,106	2,54,124
Net earnings	1,79,924	3,09,762	1,72,807	1,95,200
½ Government share	1,34,943	2,32,321	1,29,605	1,46,400
½ Company's share	44,981	77,441	43,202	48,800

* Including contribution to the Provident Fund.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	6,72,030	6,80,706	+8,676
Goods	3,86,189	2,53,870	—1,32,319
Electric telegraph	2,269	2,040	—229
Sundries	77,711	88,041	+10,330
TOTAL	11,38,199	10,24,657	—1,13,542

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	2,678	5,965	29,760	20,970	88,010	36,522	1,536,136	5,35,888	1,656,584	6,19,345
1898	3,241	6,133	39,144	26,670	56,125	35,940	1,614,475	5,42,066	1,712 985	6,10,809
Increase or decrease	+563	+168	9,384	+5,700	—31,885	—20,582	+78,339	+6,178	+56,401	—8,536

The increase in the numbers carried with a decrease in the earnings was due to the average distance travelled by a third class passenger having been less than in the previous year and to a reduction of intermediate class fares.

There were, however, increases of ₹4,061 under "Passengers' luggage" and ₹11,092 under "Parcels for the public" due to the increased traffic in fish.

The average sum received for carrying a passenger one mile amounted to 3·03 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹2·62 against ₹2·98.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons	₹	Tons	₹	Tons	₹
Merchandise, general	120,012	3,45,405	76,223	2,11,103	—43,780	—1,34,302
Military stores	99	149	118	168	+19	+19
Railway materials for construction (Home line only)	16,272	8,024	14,000	10,651	—2,272	+2,627
Coal and coke for the public and foreign railways	10,896	18,418	19,834	18,409	+2,938	—9
Coal and coke for revenue only	12,925	5,164	15,035	8,825	+2,110	+3,661
Revenue stores other than coal and coke	10,670	4,934	3,185	1,899	—7,485	—3,035
Live-stock	1	18	2	30	+1	+12
Rents, miscellaneous, etc.	...	4,077	...	3,685	...	—392
TOTAL	176,875	3,86,189	128,397	2,54,770	—48,478	—1,31,419
Less—Outstandings irrecoverable	...	...	...	—900	...	—900
NET TOTAL	176,875	3,86,189	128,397	2,53,870	—48,478	—1,32,319

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Decrease.	
	Tons.	₹
Jute	... 32,411	1,14,559
Sugar	... 2,368	6,220

Jute.—The decrease was chiefly due to the failure of crops and to less despatches from almost all the principal stations on the home line and stations on the Madaripur services to stations on the Eastern Bengal railway, *vid* Dum Dum and Ranaghat.

Sugar.—The decrease was due to smaller despatches from Jhikargacha to stations on the Eastern Bengal railway, *vid* Dum Dum and Ranaghat.

The average sum received for carrying a ton of goods one mile amounted to 6·14 pies against 6·55 pies in the previous year.

The goods earnings per goods train-mile were R1·81 against R2·14.

Working expenses.

The following table compares the working expenses of the railway during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,57,325	13·82	1,64,768	16·08	+7,443	+2·26
Locomotive expenses	1,40,679	12·36	1,20,203	11·73	—20,476	—0·63
Carriage and wagon expenses	21,944	1·93	49,263	4·81	+27,319	+2·88
Traffic expenses	1,24,258	10·92	1,29,042	12·59	+4,784	+1·67
General charges	1,16,733	10·26	1,32,794	12·96	+16,061	+2·70
Special and miscellaneous expenditure	87,574	7·69	60,580	5·91	—26,994	—1·78
Total	6,48,513	56·98	6,56,650	64·08	+8,137	+7·10

The decrease under "Locomotive expenses" was chiefly due to credits under "Wages" and "Materials" debited to the Depreciation Fund.

The increase under "Carriage and wagon expenses" was due to the repairs and renewals of a larger number of vehicles.

The increase under "General charges" was chiefly due to the appointment of an Auditor, and to the increase of pay to his staff.

The decrease under "Special and miscellaneous expenditure" was chiefly due to charges for the hire of vehicles having been less than the receipts therefrom.

Traffic working.

The Company had during the year, running powers for passenger trains only, over 4½ miles of the Eastern Bengal railway between Dum Dum junction and Sealdah at a charge of ₹16 per passenger train in each direction.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in chapter X, pages 168 and 170, Part I of the Administration Report.

Bengal-Nágpur railway (standard gauge).

5. The open mileages of the several sections are as follows:

	Miles.
Main line, including Katni branch and Sanctoria coal branch	830·65
Sambalpur branch	30·23
Sini-Khargpur section	99·50
Kolaghat-Balasore section	107·03
Total	1,067·41

The mean mileage worked during the year was 925·08* miles against 862·33* miles in the previous year. The increase was due to the opening of the Sini-Khargpur section, 99·50 miles, from the 1st June, and the Kolaghat-Balasore section, 107·03 miles, from the 17th December 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked. *	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	862·33	1,800,272	62,00,309	32,20,750	29,79,559	51·94	138	2·99
1898	925·08	1,950,897	68,79,193	35,15,339	33,63,854	51·10	143	3·37
Increase or decrease	+62·75	+150,625	+6,78,884	+2,94,589	+3,84,295	−0·84	+5	+0·38
Percentage of increase	7·28	8·37	10·95	9·15	12·90	...	3·62	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	13,95,906	13,62,462	−33,444
Goods	42,32,727	48,04,497	+5,71,770
Electric telegraph	20,308	16,870	−3,438
Sundries	5,51,368	6,95,364	+1,43,996
Total	62,00,309	68,79,193	+6,78,884

* Including 0·30 mile at Katni junction, 0·50 mile at Asansol junction of the East Indian railway and 0·65 mile at Nágpur junction of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	6,952	36,956	15,658	38,387	40,308	28,304	4,060,275	11,25,214	2,123,193	12,28,861
1898 . .	5,979	43,584	18,704	41,640	42,602	27,495	2,179,269	10,94,153	2,246,494	12,03,872
Increase or decrease . .	−973	+6,628	+3,046	+3,253	+2,294	−809	+118,934	−34,061	+123,301	−24,989

The increase in number was due to the movements of numerous marriage parties over short lengths; but the decrease in earnings was due chiefly to the continued prevalence of plague in the Bombay Presidency and its appearance in Calcutta and to smaller bookings of coolie emigrants to the tea plantations in Assam.

The average sum received for carrying a passenger one mile amounted to pies 2·12 against pies 2·11 in the previous year.

The coaching earnings per passenger-train-mile were ₹1·73 against ₹2·14.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	473,252	36,01,498	529,672	39,92,112	+56,420	+3,90,614
Military stores	543	8,999	391	8,329	−152	−670
Railway materials for construction (Home line only)	18,490	39,920	32,056	64,034	+13,566	+24,114
Coal and coke for the public and foreign railways	793,824	3,59,742	708,109	4,53,180	−85,715	+93,438
Coal and coke for construction (Home line only)	2,925	19,823	8,388	22,100	+5,463	+2,277
Coal and coke for revenue only .	40,967	1,25,897	52,737	1,79,902	+11,770	+54,005
Revenue stores other than coal and coke	86,356	62,144	118,157	80,096	+31,801	+17,952
Live-stock	546	3,564	147	1,411	−399	−2,153
Rents, miscellaneous, etc. . .	....	11,140	...	3,333	...	−7,765
Total .	1,416,903	42,32,727	1,449,657	48,04,497	+32,754	+5,71,770

The principal increases under "Merchandise, general," are noted below:

	Tons.	₹
Cotton, raw	6,531	61,984
Grain and pulse	27,349	1,24,441
Oil-seeds	30,202	2,18,640

Cotton, raw.—The increase was due to large despatches from Berar to Shamnagar and Calcutta *viâ* Nágpur and Ásansol and from Kámptee to Ráj Nándgaon and stations on the Great Indian Peninsula, East Indian and Eastern Bengal State railways on account of good crops.

Grain and pulse.—The increase was principally due to considerable despatches of wheat from Kamptee, Tumsar Road, Dongargarh, Ráj Nándgaon,

Raipur, Bhátápára, Bilaspur and Akaltara to Bombay *vid* Nágpur.

Oil-seeds.—The increase was principally due to large despatches of til, mustard and linseed to Bombay and Calcutta, owing to favourable crops.

Under "Coal and coke for the public and foreign railways," the decrease in weight was due to less despatches from the Sanctoria coal-fields to Calcutta, and the increase in earnings to the long-lead consignments from Radhanagar to the Great Indian Peninsula and other foreign railways *vid* Nágpur and Katni.

The average sum received for carrying a ton of goods one mile amounted to pies 6·23 against pies 5·81 in the previous year.

The goods earnings per goods train-mile were R4·14 against R3·69.

Sundries.—The increase from this source was chiefly under "Mileage and demurrage of vehicles over foreign lines," due to a large outward traffic.

Working expenses.

The following table compares the working expenses of the railway during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	8,06,169	13·00	9,53,316	13·86	+1,47,147	+0·86
Locomotive expenses	8,96,073	14·45	10,14,340	14·74	+1,18,267	+0·29
Carriage and wagon expenses	2,74,484	4·43	2,57,320	3·74	−17,164	−0·69
Traffic expenses	5,51,905	8·90	5,89,138	8·56	+37,233	−0·34
General charges	5,54,834	8·95	5,83,770	8·49	+28,936	−0·46
Special and miscellaneous expenditure	1,37,285	2·21	1,17,455	1·71	−19,830	−0·50
Total	32,20,750	51·94	35,15,339	51·10	+2,94,589	−0·84

The increase under "Maintenance of way, works and stations" was chiefly due to the cost of materials for relaying the Katni-Umaria section in the previous year having been debited during the year under review, to the debit to revenue of a portion of the cost of re-sleepering the main line and to the collection of more ballast.

The increase under "Locomotive expenses" was principally due to the increased train mileage, to extra general repairs to locomotives in the workshops, and to the carriage of more coal to meet the requirements of the new train service.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in Chapter X, pages 168 and 170, Part I of the Administration Report.

Indian Midland Railway system (standard gauge).

6. The open mileages of the several sections comprising the system are as follows:

	Miles.
Indian Midland railway	727·35
Bhopal Itársi railway	57·39
Bina-Goona railway	71·74
Bhopal-Ujjain railway	113·52
Total	970·00

The mean mileage worked during the year was 976·48* miles against 944·82* miles in the previous year. The increase was due to the opening of the section from Saugor to Damoh, 47·79 miles, from the 26th March 1898.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses. †	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	£	£	£		£	
Previous year	944·82	1,756,824	64,47,857	36,18,953	28,28,904	56·13	131	2·60
1898	976·48	1,899,764	67,83,141	37,57,329	30,25,812	55·39	134	2·65
Increase or decrease	+31·66	+142,940	+3,35,284	+1,38,376	+1,96,908	−0·74	+3	+0·05
Percentage of increase	3·35	8·14	5·20	3·82	6·96	...	2·29	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase.
	£	£	£
Coaching	23,93,364	24,37,401	44,037
Goods	39,14,737	41,94,179	2,79,442
Electric telegraph	21,854	21,948	94
Sundries	1,17,902	1,29,613	11,711
TOTAL	64,47,857	67,83,141	3,35,284

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		£		£		£		£		£
Previous year	12,632	1,18,448	43,706	1,59,215	360,844	4,29,068	1,330,810	12,33,859	1,747,992	19,40,590
1898	11,372	1,22,333	45,874	1,76,847	353,230	4,21,721	1,411,858	12,97,534	1,822,334	20,18,435
Increase or decrease	−1,260	+3,885	+2,168	+17,632	−7,614	−7,347	+81,048	+63,675	+74,342	+77,845

The increase was chiefly due to a heavy falling off in the previous year on account of famine and plague.

* Including 2·89 miles at Agra Junction of the Rajputna-Malwa railway, 1·00 mile at Cawnpore Junction of the Oudh and Rohilkhand railway, 12·75 miles from Agra Junction to Tundla, 1·92 miles at Cawnpore Junction, and 0·63 mile at Manikpur Junction of the East Indian railway, and 0·13 mile at Itársi Junction of the Great Indian Peninsula railway worked over.

† Including contribution to the Provident Fund and expenditure incurred direct by the State.

There was a decrease of R56,817 under "Military carriages, horses, etc," due to the movement of troops and transport in connection with the frontier expeditions during 1897; and an increase of R24,263 under "Post office", due to the running from September 1897 of a weekly special train with homeward mails.

The average sum received for carrying a passenger one mile amounted to pies 2·87, the same as in the previous year.

The coaching earnings per passenger train-mile were R2·95 against R2·92.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	457,687	35,82,373	480,054	38,84,087	+22,367	+3,01,714
Military stores	3,545	41,348	4,206	25,732	+661	—15,616
Railway materials for construction (Home line only)	47,732	1,06,920	82,470	74,350	+34,738	—32,570
Coal and coke for the public and foreign railways	1,501	5,420	3,069	15,498	+1,568	+10,078
Coal and coke for construction (Home line only)	252	525	191	616	—61	+91
Coal and coke for revenue only	56,518	1,29,377	59,472	1,34,923	+2,954	+5,546
Revenue stores other than coal and coke	52,635	23,552	140,310	35,942	+87,675	+12,390
Live-stock	532	17,883	413	17,212	—119	—671
Rents, miscellaneous, etc.	...	7,339	...	5,819	...	—1,520
TOTAL	620,402	39,14,737	770,185	41,94,179	+149,783	+2,79,442

The principal fluctuations of traffic under "Merchandise, general" are given below:

	Increase. Tons.	R
Cotton, manufactured	5,447	1,18,902
Oil-seeds	29,552	2,10,557
Sugar	7,522	96,986
	Decrease.	
Grain and pulse	37,741	2,48,793

Cotton, manufactured.—The increase was chiefly in imported piece-goods from Bombay to Cawnpore and other trade centres, due to the improved condition of the people after the famine.

Oil-seeds.—The increase was due to a favourable crop and increased demand for export to Europe.

Sugar.—The increase was due to a heavy traffic in Mauritius and Austrian sugar from Bombay to Cawnpore and other trade centres, and in jagree from Oudh to stations in Khandesh, the Berars and Gujrat.

Grain and pulse.—The decrease was the net result of a decrease in food-grains and an increase in wheat. The decrease in food-grains was due to a heavy traffic from foreign railways to stations in the famine-stricken districts in the previous year; and the increase in wheat was due to an increased demand

for export and the share of cross traffic, between the Punjab, the North Western Provinces and Oudh and Bombay, obtained from the East Indian and Bombay, Baroda and Central India railways under the arrangements made in May 1898.

The average sum received for carrying a ton of goods one mile amounted to pies 6·07 against pies 6·54 in the previous year.

The goods earnings per goods train-mile were ₹3·91 against ₹4·18.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	6,65,481	10·32	7,60,278	11·21	+94,797	+0·89
Locomotive expenses	12,84,614	19·92	13,57,159	20·01	+72,545	+0·09
Carriage and wagon expenses	2,93,722	4·56	3,26,108	4·81	+32,386	+0·25
Traffic expenses	5,26,270	8·16	5,31,138	7·83	+4,868	—0·33
General charges	5,23,346	8·12	5,08,204	7·49	—15,142	—0·63
Special and miscellaneous expenditure	3,25,520	5·05	2,74,442	4·04	—51,078	—1·01
TOTAL	36,18,953	56·13	37,57,329	55·39	+1,38,376	—0·74

The increase under "Maintenance of way, works and stations" was due to heavier expenditure incurred on maintenance and renewal of permanent-way and to the extraordinary renewals on the Scindia section and Bhopal State railway.

The increase under "Locomotive expenses" was due to increased expenditure under "Fuel" and "Running expenses," on account of the extra mileage run, and to special repairs and renewals of engines.

The increase under "Carriage and wagon expenses" was due to the special repairs to coaching stock and fitting goods stock with heavier axles.

The decrease under "Special and miscellaneous expenditure" was due to the receipts under "Mileage and demurrage charges" having exceeded the payments on that account, and to there being no charges during the year for commission on renewal of debentures.

Rates and fares.

The principal alterations in goods rates will be found noted in chapter X, page 170, Part I of the Administration Report.

North Western State Railway system (standard gauge).

7. The open mileages of the several sections are as follows:

	Miles.	Miles.
Commercial section—(Main line and branches)	1,862·66*	
Military section—(Sind-Pishin, Mushkaf-Bolan and Sind-Sagar railways, including the Khusalgarh branch)	954·97	
		2,817·63
Rájpura-Bhátinda railway		107·94
Hyderabad-Shadipalli railway		58·91
Southern Punjab (Delhi Samásata) railway		399·80
Jammu and Kashmir railway (Native state section)		15·92
TOTAL		3,400·20

* Including 6·12 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

The mean mileage worked during the year 1898 was 3,409·34* miles against 3,036·94† miles in the previous year. The increase was due to the Mushkaf-Bolan and Southern Punjab (Delhi-Samásata) railways, which were opened on the 15th April and 10th November 1897 respectively, having been worked throughout the year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	3,036·94†	9,107,303	3,39,34,682	1,84,89,842	1 54,44,840	54·49	215	3·09
1898	3,409·34†	10,597,095	3,99,72,133	2,03,19,544	1,96,52,589	50·83	225	3·86
Increase or decrease	+372·40	+1,489,792	+60,37,451	+18,29,702	+42,07,749	—3·66	+ 10	+0·77
Percentage of increase	12·26	16·36	17·79	9·90	27·24	...	4·65	...

Gross earnings.

The following table compares the gross earnings of the entire system under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	1,28,29,073	1,26,63,080	—1,65,993
Goods	2,00,56,123	2,63,84,786	+63,28,663
Electric telegraph	1,17,077	97,756	—19,321
Steam-boat	46,036	68,433	+22,397
Sundries	8,86,373	7,58,078	—1,28,295
TOTAL	3,39,34,682	3 99,72,133	+60,37,451

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year.	57,162	3,95,623	191,423	4,86,944	881,221	8,47,864	13,674,980	81,40,578	14,804,786	98,71,009
1898	54,323	4,26,361	196,229	6,00,855	700,889	7,44,698	15,300,850	90,47,341	16,252,289	1,08,19 255
Increase or decrease	—2,839	+30,738	+4,806	+1,13,911	—180,334	—1,03,166	+1,625,870	+9,06,763	+1,447,503	+9,48,246

* Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi, and 2·20 miles from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 6·12 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

† Including 13·00 miles of the East Indian railway from Ghaziabad to Delhi and 0·31 mile from Delhi to junction with the Southern Punjab (Delhi-Samásata) railway worked over, but excluding 6·12 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.

‡ Including contribution to the Provident Fund.

The increase in the passenger traffic was due to the Southern Punjab (Delhi-Samásata) railway having been worked throughout the year, and to the improved conditions of the people and crops. The decrease in the earnings from intermediate class passengers was due to the resumption of running of third class carriages on the Calcutta and Bombay mail trains between Rawalpindi and Saharanpur.

There was, however, a large decrease in other coaching traffic, mainly under "Military baggage," "Military carriages, horses and dogs" and "Parcels," due to the unusually heavy traffic on account of the North-Western frontier expedition in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·43 pies against 2·44 pies in the previous year.

The coaching earnings per passenger train-mile were R3·02 against R3·17.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	2,235,324	1,60,57,338	2,443,240	2,29,40,058	+207,916	+68,82,720
Military stores	69,287	13,79,022	59,638	11,30,287	−9,649	−2,48,735
Railway materials for construction (Home line only)	1,166,741	4,33,164	729,839	3,48,961	−436,902	−84,203
Coal and coke for the public and foreign railways	42,835	1,33,790	42,515	1,60,550	+1,680	+26,760
Coal and coke for construction (Home line only)	4,057	13,006	6,463	19,342	+2,406	+6,336
Coal and coke for revenue only	115,956	2,93,025	203,124	4,71,268	+87,168	+1,78,243
Revenue stores other than coal and coke	1,100,781	7,31,957	1,043,296	8,46,356	−57,485	+1,14,399
Live-stock	18,310	8,58,189	5,883	2,25,642	−12,427	−6,32,547
Rents, miscellaneous, etc.	...	1,56,632	...	2,42,322	..	+85,690
TOTAL	4,751,291	2,00,56,123	4,533,998	2,63,84,786	−217,293	+63,28,663

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Cotton, manufactured	5,730	1,88,725
Grain and pulse	266,174	49,75,841
Oil-seeds	67,228	7,49,017
Stone and lime	84,852	1,08,229
Sugar	22,273	4,55,739
	Decrease.	
Provisions	11,453	1,59,287

Cotton, manufactured.—The increase occurred under European piece-goods, due to general prosperity and to a large number of marriages amongst the natives.

Grain and pulse.—The increase was mainly in the wheat traffic and was due to larger crops, to the cessation of scarcity which prevailed in 1897, and to a better European demand.

Oil-seeds.—The increase was chiefly in the inward traffic of Kurrachee, due to a heavy export to Europe.

Stone and lime.—The increase was mainly in the inward traffic of Ferozepore for stations on the Rajputana-Malwa railway and in that of Lyallpur and Mansurwali for irrigation work.

Sugar.—The increase was chiefly due to a large number of marriages among the native population throughout the Province in consequence of general prosperity.

Provisions.—The decrease was chiefly due to the termination of military operations on the frontier.

The decrease under "Live-stock" was chiefly due to the close of the military operations on the frontier.

The average sum received for carrying a ton of goods one mile amounted to 5·26 pies against 6·36 pies in the previous year.

The goods earnings per goods train-mile were R4·12 against R3·96.

Sundries.—The decrease was chiefly under "Mileage and demurrage of rolling-stock," due to smaller receipts from the East Indian and Oudh and Rohilkhand State railways, and under "Hire of locomotives and vehicles," due to the completion of the Southern Punjab railway.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	60,05,061	17·70	58,81,783	14·71	—1,23,278	—2·99
Locomotive expenses	67,13,250	19·78	78,14,089	19·55	+11,00,839	—0·23
Carriage and wagon expenses	12,13,230	3·58	16,51,120	4·13	+4,37,890	+0·55
Traffic expenses	28,11,159	8·28	30,63,065	7·66	+2,51,906	—0·62
General charges	12,99,921	3·83	14,33,781	3·59	+1,33,860	—0·24
Steam-boat service	44,525	0·13	40,768	0·10	—3,757	—0·03
Special and miscellaneous expenditure.	4,02,696	1·19	4,34,938	1·09	+32,242	—0·10
Total	1,84,89,842	54·49	2,03,19,544	50·83	+18,29,702	—3·66

The decrease under "Maintenance of way, works and stations" was mainly due to the adjustment in the previous year of arrear charges for wages and permanent-way material required for the Mushkaf-Bolan railway.

The increase under "Locomotive expenses" was mainly due to the increased train-mileage run and to the opening of the Southern Punjab (Delhi-Samásata) railway.

The increase under "Carriage and wagon expenses" was due to heavier repairs and renewals of vehicles and to an adjustment of the value of material in anticipation of issues.

The increase under "Traffic expenses" was chiefly due to the opening of the Southern Punjab (Delhi-Samásata) railway, to the employment of extra staff owing to the heavy traffic, to extra train-mileage run, and to the grant of a bonus for work done during the Tirah expedition.

The increase under "General charges" was chiefly due to the opening of the Southern Punjab (Delhi-Samásata) railway.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in chapter X, pages 169 and 170, Part I of the Administration Report.

Oudh and Rohilkhand State Railway (standard gauge) including the Cawnpore-Burhwal Railway (metre gauge link).

8. The open mileage is 1,030·36 miles, as follows:

	Miles
Oudh and Rohilkhand State railway	950·76
Metre gauge link—	
Burhwal to Daliganj	34·57
Aishbagh to Cawnpore bridge (left bank)	45·03*
Cawnpore bridge (right bank) to Cawnpore . . .	
	1,030·06*

The mean mileage worked during the year 1898 was 995·10 miles against 878·09 miles in the previous year. The increase was due entirely to the opening of the Rae Bareli-Benares extension, 138·39 miles in length, from the 4th April 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense. †
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	878·09	2,402,022	85,15,855	48,19,077	36,96,778	56·59	186	3·43
1898 . .	995·10	2,844,040	98,51,598	45,43,871	53,07,727	46·12	190	4·56
Increase or decrease .	+117·01	+442,018	+13,35,743	—2,75,206	+16,10,949	—1,047	+4	+1·13
Percentage of increase or decrease .	+13·33	+18·40	+15·69	—5·71	+43·58	...	+2·11	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	36,80,238	40,88,242	+4,08,004
Goods	42,66,408	49,49,486	+6,83,078
Electric telegraph	28,989	26,896	—2,093
Sundries	5,40,220	7,86,974	+2 46,754
TOTAL .	85,15,855	98,51,598	+13,35,743

* Excluding 3·66 miles between Aishbagh and Daliganj, Lucknow-Bareilly section, Rohilkund and Kumaon railway.

† R10,76,73 977 for 1897 and R11,63,58,467 for 1898. For details of the capital outlay to the 31st December 1898, see chapter II.

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		£		£		£		£		£
Previous year	21,306	1,11,676	68,425	1,60,101	244,856	1,98,496	4,735,741	27,64,407	5,070,328	32,34,680
1898	22,501	1,19,769	72,355	1,69,284	395,268	2,88,328	5,485,906	31,12,507	5,976,030	36,89,888
Increase	1,195	8,093	3,930	9,183	150,412	89,832	750,165	3,48,100	905,702	4,55,208

The increase under the first and second classes was largely due to the introduction of a through fast train service from October 1898, while that under intermediate class was due almost entirely to the reduction of single journey fares from the 1st July 1897, combined with the restriction placed upon third class passengers, limiting journeys by mail trains to distances of not less than 200 miles. The satisfactory results under third class were principally due to the cessation of the famine, to the lunar eclipses in July and December 1898, to larger attendance at all the principal *melas* owing to the increased prosperity of the people and to the reduction of the fare between Lucknow and Bareilly.

Under "Other coaching traffic," there was a decrease of R47,204, chiefly under "Military baggage" and "Military horses, dogs, etc.," due to the close of the military operations on the frontier.

The average sum received for carrying a passenger one mile amounted to 2·68 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were R3·05 against R3·30.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	£	Tons.	£	Tons.	£
Merchandise, general	901,584	38,00,897	1,018,210	44,87,138	+116,626	+6,86,241
Military stores	5,026	56,384	4,108	39,540	—918	—16,844
Railway materials for construction (Home line only)	193,140	80,575	230,607	98,529	+37,467	+17,954
Coal and coke for the public and foreign railways	17,820	50,707	24,173	74,599	+6,353	+23,892
Coal and coke for construction (Home line only)	10,007	34,710	7,150	22,023	—2,857	—12,687
Coal and coke for revenue only	26,456	94,600	32,823	1,04,296	+6,367	+9,696
Revenue stores other than coal and coke	427,503	1,00,868	297,095	92,190	—130,408	—8,678
Live-stock	702	28,976	452	12,908	—250	—16,068
Rents, miscellaneous, etc.	...	18,860	...	18,539	...	—321
Total	1,582,238	42,66,577	1,614,618	49,49,762	+32,380	+6,83,185
Less—Outstandings irrecoverable	...	169	...	276	...	107
Net total	1,582,238	42,66,408	1,614,618	49 49,486	+32,380	+6,83,078

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	£
Cotton, manufactured	5,842	41,010
Grain and pulse	26,779	1,93,271
Oil-seeds	37,004	1,77,007
Sugar	47,964	2,32,832
	Decrease.	
Railway plant and rolling-stock carried for the public and foreign railways	17,453	54,833

Cotton, manufactured.—The increase was chiefly due to an increased demand consequent on the improved resources of the people after the famine.

Grain and pulse.—The increase was due to a satisfactory outturn of the year's crops in the districts served by the railway, and to the brisk demand for export to Europe.

Oil-seeds.—The increase was chiefly under linseed. The improvement as a whole was due to a plentiful crop coupled with a brisk demand, chiefly in Calcutta and Bombay, both for local consumption and foreign export.

Sugar.—The increase was due to the very favourable sugarcane crop of 1897, and to the large decrease reported in 1897 consequent on the failure of the crop of 1896.

Railway plant and rolling-stock.—The decrease was due to the completion of works on the Rae Bareli-Benares section.

The average sum received for carrying a ton of goods one mile amounted to 5·71 pies against 5·67 pies in the previous year.

The goods earnings per goods train-mile were R3·29 against R3·32.

Sundries.—The increase under this head was entirely under "Mileage and demurrage of vehicles over foreign lines," due to a heavy export traffic in food-grains, oil-seeds and sugar.

Working expenses.

The following table shows the working expenses of the railway system during the year 1898 as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	13,39,542	15·73	12,49,963	12·69	—89,579	—3·04
Locomotive expenses	13,67,833	16·06	13,00,890	13·21	—66,943	—2·85
Carriage and wagon expenses	6,96,152	8·18	4,76,129	4·83	—2,20,023	—3·35
Traffic expenses	7,88,303	9·26	8,23,176	8·36	+34,873	—0·90
General charges	4,17,646	4·90	4,35,800	4·42	+18,154	—0·48
Special and miscellaneous expenditure	2,09,601	2·46	2,57,913	2·61	+48,312	+0·15
TOTAL	48,19,077	56·59	45,43,871	46·12	—2,75,206	—10·47

The decrease under "Maintenance of way, works and stations" was chiefly due to less outlay on special renewals of permanent-way materials as compared with the previous year. There was, however, an increase under repairs of bridges, due to heavier outlay on renewals of 60 feet girders.

The decrease under "Locomotive expenses" was chiefly due to special renewals of 5 locomotive engines during the previous year.

The decrease under "Carriage and wagon expenses" was chiefly due to heavier expenditure on repairs of coaching and goods vehicles during 1897.

The increase under "Traffic expenses" was chiefly due to the opening of the new line from Rae Bareli to Benares and the additional train-mileage run.

The increase under "Special and miscellaneous expenditure" was chiefly due to an increase in the share of metre gauge link earnings payable to the Bengal and North-Western and Rohilkund and Kumaon railways, due to the larger traffic carried over the metre gauge line and to the increased shunting at Moghal Sarai station.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted in Chapter X, pages 169 and 171, Part I of the Administration Report.

Eastern Bengal State Railway system (standard, metre and special gauges) including the Mymensingh-Jamalpur-Jagannathganj railway (metre gauge).

9. The railway system consists of:

	Miles.
Eastern and Southern sections	262·98
Northern Behar and Barsoi-Kissengunge sections (*metre gauge*)	441·44
Dacca section (*metre gauge*)	85·92
Kaunia-Dharlla branch (2'—6" *gauge*)	87·03
Mymensingh-Jamalpur-Jagannathganj railway (*metre gauge*)	33·07
TOTAL	860·44

The mean mileage worked during the year 1898 was 827·88 miles against 816·74 miles in the previous year. The increase was principally due to the opening of the Faridpur branch (7·19 miles), Belgachhi ghat line (2·30 miles) and Mymensingh-Jamalpur-Jagannathganj railway (33·07 miles) during the year.

General results.

The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	816·74	3,694,056	1,47,62,233	66,95,240	80,66,993	45·35	336	7·01
1898	827·88	3,719,730	1,47,25,539	63,86,261	83,39,278	43·37	329	7·06
Increase or decrease	+11·14	+25,674	−36,694	−3,08,979	+2,72,285	−1·98	−7	+0·05
Percentage of increase or decrease	+1·36	+0·70	−0·25	−4·61	+3·37	...	−1·95	...

₹11,50,24,103 for 1897 and ₹11,80,19,160 for 1898. Details of the capital outlay to the 31st December 1898 will be found in Chapter II.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	49,30,554	50,40,129	+1,00,575
Goods	88,70,520	87,23,093	—1,47,427
Electric telegraph	40,242	32,316	—7,926
Steam-boat	4,95,007	4,90,610	—4,397
Sundries	4,25,910	4,39,391	+13,481
TOTAL	1,47,62,233	1,47,25,539	—36,694

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	47,003	1,80,494	113,266	1,91,142	832,172	4,41,203	8,880,370	35,85,048	9,872,821	43,97,887
1898	46,309	1,66,820	125,957	2,07,280	892,770	4,58,427	9,427,919	37,05,747	10,492,955	45,38,274
Increase or decrease	—694	—13,674	+12,539	+16,138	+60,598	17,224	546,349	+120,699	620,144	1,40,387

The increase in the passenger earnings was chiefly due to the rush of passengers out of Calcutta on account of the panic caused by the plague, to the increased pilgrim traffic owing to the lunar eclipses in July and December 1898, and to a development of the traffic on the opening of the Mymensingh-Jamalpur-Jagannathganj railway.

There was a decrease under "Parcels for the public", due to a falling off in the fish traffic.

The average sum received for carrying a passenger one mile amounted to 2·69 pies against 2·73 pies in the previous year.

The coaching earnings per passenger train-mile were R2·75 against R2·83 in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,371,211	83,14,011	1,296,632	80,31,373	—74,579	—2,82,638
Military stores	272	2,090	210	746	—62	—1,344
Railway materials for construction (Home line only)	102,178	1,39,242	130,108	1,85,889	+27,930	+46,647
Coal and coke for the public and foreign railways	161,016	1,48,511	230,786	2,18,459	+69,770	+69,948
Coal and coke for revenue only	107,944	95,375	105,910	1,01,247	—2,034	+5,872
Revenue stores, other than coal and coke	64,705	84,704	68,878	97,190	+4,173	+12,486
Live-stock	261	6,900	289	4,464	+28	—2,436
Rents, miscellaneous, etc.	...	80,103	...	84,011	...	+3,908
TOTAL	1,807,527	88,70,936	1,832,813	87,23,379	+25,226	—1,47,557
Less—Outstandings irrecoverable	...	416	...	286	...	—130
NET TOTAL	1,807,587	88,70,520	1,832,813	87,23,093	+25,226	—1,47,427

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Tons.	Decrease. ₹
Grain and pulse	28,520	1,25,533
Jute	55,395	2,17,609
Oil-seeds	19,236	80,261
		Increase.
Railway materials for construction (Home line only)	27,930	46,647
Coal and coke carried for the public and foreign railways	69,770	69,948

Grain and pulse.—The decrease was chiefly due to the falling off in the rice traffic.

Jute.—The decrease was due to a poor crop in Bengal, as the jute lands were cultivated for paddy by the famine-stricken cultivators of Bengal.

Oil-seeds.—The decrease was chiefly due to less production of mustard seeds and a dull market.

Railway materials for construction (Home line only).—The increase was due to the carriage of more stones for the extensions under construction.

Coal and coke carried for the public and foreign railways.—The increase was due to the carriage of more coal from the East Indian railway *viâ* Naihati and Manihari Ghat to the mills at Tittaghur, Shamnagar and Kankinara, and also to Goalundo, Siliguri, the Bengal Central railway *viâ* Ranaghat and Dum Dum junctions, the Darjeeling-Himalayan railway and the Bengal-Dooars railway.

The average sum received for carrying a ton of goods one mile amounted to 8·39 pies against 8·53 pies in the previous year.

The goods earnings per goods train-mile were ₹4·62 against ₹4·55 in the previous year.

Working expenses.—The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	13,94,895	9·45	15,62,615	10·61	+1,67,720	+1·16
Locomotive expenses	17,37,725	11·77	14,10,206	9·57	—3,27,519	—2·20
Carriage and wagon expenses	4,40,125	2·98	5,06,288	3·44	+66,163	+0·46
Traffic expenses	14,42,746	9·77	15,80,779	10·73	+1,38,033	+0·96
General charges	6,19,111	4·19	6,39,127	4·34	+20,016	+0·15
Steam-boat service	4,42,456	3·00	3,65,099	2·48	—77,357	—0·52
Special and miscellaneous expenditure	6,18,182	4·19	3,18,700	2·17	—2,99,482	—2·02
TOTAL	66,95,240	45·35	63,82,814	43·34	—3,12,426	—2·01
Add—Total working expenses of the Mymensingh-Jamalpur-Jagannathganj railway @ 45 per cent. of the gross earnings	...	...	3,447	0·03	+3,447	+0·03
GRAND TOTAL	66,95,240	45·35	63,86,261	43·37	—308,979	—1·98

The increase under "Maintenance of way, works and stations" was chiefly due to large renewals of steel rails on the Northern section and Rajbari district, to the strengthening of bridges between Kidderpore and Damukdia, and to the repairs of bridges and staff quarters damaged by the earthquake.

The decrease under "Locomotive expenses" was due to the debit of cost of six goods engines replaced in the previous year.

The increase under "Traffic expenses" was chiefly due to the re-opening of a district office at Chitpore, and to the opening of the Faridpur and Mymensingh-Jamalpur-Jagannathganj extensions.

The decrease under "Special and miscellaneous expenditure" was chiefly due to smaller payments on account of hire of rolling-stock and mileage and demurrage of foreign stock, owing to a falling-off in the goods traffic.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, pages 169 and 171, Part I of the Administration Report.

Calcutta Port Commissioners' Railway (standard gauge).

10. The open mileage of the railway is the same as in the previous year as shown below:

	Miles.
(*a*) Railway from Cossipore to Kidderpore docks . . .	6·22
(*b*) Shalimar branch line from Telkul Ghât Road to Bhurpara Khal at Shalimar	2·31
TOTAL .	8·53

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year 1898 . .	8·53	...	3,93,528	2,44,820	1,48,708	62·21	887	2·10
	8·53	...	4,28,262	2,78,682	1,49,580	65·07	966	2·09
Increase or decrease .	...	...	+34,734	+33,862	+872	+2·86	+79	—0·01
Percentage of increase .	...	...	8·83	13·83	0·59	...	8·91	...

Gross earnings.

There are only two sources of revenue, *viz.*, goods and sundries, the earnings obtained from which are shown in the following table:

	Previous year.	1898.	Increase.
	₹	₹	₹
Goods	3,51,798	3,65,187	13,389
Sundries	41,730	63,075	21,345
TOTAL .	3,93,528	4,28,262	34,734

* No record of train-mileage is kept.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	749,076	3,50,073	696,129	3,63,389	—*52,947*	+13,316
Coal and coke for the public and foreign railways	14,480	5,102	15,569	5,616	+1,089	+514
TOTAL .	763,556	3,55,175	711,698	3,69,005	—*51,858*	+13,830
Less—Outstandings irrecoverable .	...	*3,377*	...	*3,818*	...	+441
NET TOTAL .	763,556	3,51,798	711,698	3,65,187	—*51,858*	+13,389

The increase under "Merchandise, general," was mostly due to heavy receipts from jute, oilseeds and sugar.

Sundries.—The increase under "Sundries" was due to an improvement in the receipts from the Shalimar branch.

Working expenses.

The following table shows the working expenses of the railway during 1898, as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	35,005	8·90	40,548	9·47	+5,543	+0·57
Locomotive expenses . . .	44,117	11·21	47,950	11·19	+3,833	—*0·02*
Carriage and wagon expenses . .	23,003	5·85	27,341	6·38	+4,338	+0·53
Traffic expenses	1,17,756	29·92	1,31,746	30·76	+13,990	+0·84
General charges	15,568	3·95	22,564	5·27	+6,996	+1·32
Special and miscellaneous expenditure	9,371	2·38	8,533	2·00	—*838*	—*0·38*
TOTAL .	2,44,820	62·21	2,78,682	65·07	+33,862	+2·86

The increase under "Maintenance of way, works and stations" was on account of more expenditure under "Maintenance and renewal of permanent-way" and "New minor works."

The increase under "Locomotive expenses" was due to a thorough overhaul of several locomotives.

The increase under "Carriage and wagon expenses" was on account of heavier repairs of goods vehicles.

The increase under "Traffic expenses" was partly in consequence of increased expenditure under "General superintendence," partly to a portion of the handling charges of the second-half of the previous year being adjusted in the first-half of 1898, and partly to heavy expenditure under "Printing, stationery and tickets."

The increase under "General charges" was due to the payment of premiums in 1898 for insurance of the several station godowns and to half of the audit fee due to the Eastern Bengal State railway for 1897 being adjusted in the year under review.

East Coast State Railway system (*standard and metre gauges*).

11. The open mileages of the several sections are as follows:

	Miles.
Main line	676·02
Bezwada station to distant signal of the Bezwada extension	0·39
Cocanada branch	9·93
Waltair-Vizagapatam branch	5·14
Puri branch	27·18
Bezwada to Kistna Canal Junction (mixed gauge)	2·66
Kistna Canal Junction to Tadêpalli (metre gauge)	0·33
TOTAL	721·65

The mean mileage worked during the year 1898 was 546·07 miles against 534·03 miles in the previous year. The increase was due to the transfer after conversion to standard gauge of the Nellore-Gudur section (24·24 miles) of the South Indian railway from the 1st November 1898, and to the opening of the new Puri extension (1·84 miles) on the 1st June and the Nellore-Kistna Canal section (154·13 miles) of the Bezwada-Madras railway on the 20th December 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	*R*	*R*	*R*		*R*	
Previous year	534·03	1,017,891	28,57,288	19,88,318	8,68,970	69·59	100	1·54
1898	546·07	934,010	27,66,678	21,15,285	6,51,393	76·46	95	0·88
Increase or decrease	+12·04	—83,881	—90,610	+1,26,967	—2,17,577	+6·87	—5	—0·66
Percentage of increase or decrease	+2·25	—8·24	—3·17	+6·39	—25·04	...	—5·00	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	R	*R*	*R*
Coaching	14,36,460	14,05,366	—31,094
Goods	11,35,155	11,76,412	+41,257
Electric telegraph	12,123	10,495	—1,628
Steam-boat	66,743	68,592	+1,849
Sundries	2,06,807	1,05,813	—1,00,994
TOTAL	28,57,288	27,66,678	—90,610

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	4,543	25,638	26,366	32,687	2,542	3,462	2,913,628	12,94,332	2,947,079	13,56,169
1898 . .	4,857	29,902	19,385	29,985	7,970	9,707	2,706,041	12,48,504	2,738,253	13,18,098
Increase or decrease	+314	+4,264	−6,981	−2,702	+5,428	+6,245	−207,587	− 45,828	−208,826	−38,071

The decrease in the third class traffic has been general throughout the line.

The average sum received for carrying a passenger one mile amounted to 2·40 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·97 against ₹2·73.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	366,853	9,29,214	355,531	9,66,352	−11,322	+37,138
Military stores	11	250	3	127	−8	−123
Railway materials for construction (Home line only) . . .	62,894	85,792	50,041	73,967	−12,853	−11,825
Coal and coke for the public and foreign railways . . .	12,904	10,544	6,404	17,240	−6,500	+6,696
Coal and coke for construction (Home line only) .	12	4	...	...	−12	−4
Coal and coke for revenue only .	30,292	63,144	38,107	69,211	+7,815	+6,067
Revenue stores other than coal and coke	44,356	34,882	47,393	34,632	+3,037	−251
Live-stock	2	52	24	598	+22	+546
Rents, miscellaneous, etc. . .	...	11,273	...	14,285	...	+3,012
Total	517,324	11,35,156	497,503	11,76,412	−19,821	+41,257

The principal fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Oil-seeds	3,805	26,041
Railway plant and rolling stock . . .	12,398	44,910
Salt	5,467	10,742
Stone and lime	11,042	25,462
	Decrease.	
Grain and pulse	33,476	1,19,718

Oil-seeds.—The increase was principally due to increased bookings of castor seeds from the Nizam's Guaranteed State and Southern Mahratta railways to Cocanada Port for shipment to Europe.

Railway plant, etc.—The increase was due to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways.

Salt.—The increase was due to despatches from Hamma to Barang and Puri, to the opening of new salt stations on the Bezwada-Madras railway and to more favourable rates at the salt factories.

Stone and lime.—The increase was due to bookings from Ellore, Kistna Canal, Samalkot and Cocanada Port to Gódávari South for the Gódávari bridge works and from Durgada and Balugan to Port Cocanada, Khurda Road and Puri for municipal purposes.

Grain and pulse.—The decrease was due to the large importation of Burma rice in 1897 owing to scarcity.

The decrease under "Railway materials for construction" was due to the completion of construction works

Sundries.—The decrease under "Sundries" was due to a smaller number of engines lent to the Bezwada-Madras and Bengal-Nágpur railways during 1898, and to a large credit under "Profits of workshops for work done for other railways" in the previous year.

The average sum received for carrying a ton of goods one mile amounted to 4·39 pies against 4·26 pies in the previous year.

The goods earnings per goods train-mile were R 2·55 against R2·30.

Working expenses.

The following table shows the working expenses of the railway during the year 1898, as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	4,22,486	14·79	5,10,317	18·45	+87,831	+3·66
Locomotive expenses	7,05,934	24·71	6,72,427	24·30	—33,507	—0·41
Carriage and wagon expenses	1,04,210	3·65	1,33,602	4·83	+29,392	+1·18
Traffic expenses	3,35,808	11·75	3,67,113	13·27	+31,305	+1·52
General charges	2,89,222	10·12	3,18,031	11·50	+28,809	+1·38
Steam-boat service	1,04,454	3·66	84,206	3·04	—20,248	—0·62
Special and miscellaneous expenditure	26,204	0·91	29,589	1·07	+3,385	+0·16
Total	19,88,318	69·59	21,15,285	76·46	+1,26,967	+6·87

The increase under "Maintenance of way, works and stations" was chiefly due to increased outlay on lifting and ballasting the line, and to the heavy repairs to earth work on the Puri branch.

The decrease under "Locomotive expenses" was due to the reduced train-mileage run and to a reduction in the price of coal, Singareni coal having been used entirely in 1898.

The increase under "Carriage and wagon expenses" was due to the extra mileage worked, to repairs and painting, and to the cost of converting 58 timber trucks into high-sided wagons.

The increases under "Traffic expenses" and "General charges" were chiefly due to the entertainment of additional staff in the several departments on the opening of the Kistna Canal-Gudur section of the Bezwada-Madras railway.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, pages 169 and 171, Part I of the Administration Report.

Great Indian Peninsula Railway system (standard gauge).

12. The open mileages of the several sections are as follows:

	Miles.
Great Indian Peninsula railway	1,288·00
Wardha Coal railway	44·88
Dhond-Manmád railway	145·44
Khámgaon railway	7·55
Amráoti railway	5·44
	1,491·31

The mean mileage worked during the year 1898 was 1,491·31 miles, the same as in the previous year.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,491·31	9,096,798	2,84,32,402	1,86,54,441	97,77,961	65·61	367	3·30
1898	1,491·31	9,449,423	3,48,77,496	2,03,19,267	1,45,58,229	58·26	450	4·88
Increase or decrease	...	+352,625	+64,45,094	+16,64,826	+47,80,268	−7·35	+83	+1·58
Percentage of increase	...	3·88	22·67	8·92	48·89	...	22·62	...

Surplus profits.

The divisible surplus profits of the first-half of 1898 at the date of the submission of the accounts amounted to ₹27,03,895 against *nil* in the first-half of the previous year, when the net earnings were short of the guaranteed interest by ₹1,66,190. There were no surplus profits in the second-half of 1898, the net earnings, amounting to ₹49,20,178, having fallen short of the guaranteed interest by ₹15,62,137.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, and contribution to the Provident Fund, the net result showed a loss to the State of ₹1,89,310 against a loss for the previous year of ₹36,02,823.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	77,89,154	70,50,427	−7,38,727
Goods	2,02,93,641	2,74,61,611	+71,67,970
Electric telegraph	83,591	70,381	−13,210
Sundries	2,66,016	2,95,077	+29,061
TOTAL	2,84,32,402	3,48,77,496	+64,45,094

* Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	93,945	4,68,455	749,753	7,72,581	321,791	5,93,434	13,317,546	44,14,014	14,483,035	62,48,484
1898	107,087	5,22,355	882,562	7,81,044	321,916	5,56,773	12,939,864	36,93,715	14,251,429	54,63,887
Increase or decrease	+13,142	+53,900	+132,809	+8,463	+125	—36,661	—377,682	—8,10,299	—231,606	—7,84,597

The decrease in the passenger traffic was chiefly due to the restrictions imposed on account of the plague in the Bombay Presidency.

There were, however, increases under "Military baggage, carriages, horses etc.," owing to the return of troops from the Malakand field force, and under "Parcels for the public," due partly to the increased bookings of treasure and partly to larger despatches of fruits to Bombay.

The average sum received for carrying a passenger one mile amounted to 2·34 pies against 2·28 pies in the previous year.

The coaching earnings per passenger train-mile were R1·68 against R1·85.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,551,162	1,82,95,437	2,056,019	2,52,56,852	+504,857	+69,61,415
Military stores	9,008	1,54,290	8,358	1,65,208	—650	+10,918
Railway materials for construction (Home line only)	15,951	16,504	38,785	24,267	+22,834	+7,763
Coal and coke for the public and foreign railways	195,463	6,80,598	229,257	8,64,599	+33,794	+1,84,001
Coal and coke for construction (Home line only)	88	307	75	92	—13	— 215
Coal and coke for revenue only	206,424	4,54,656	224,509	4,97,024	+18,085	+42,368
Revenue stores other than coal and coke	293,336	4,43,680	278,855	4,24,568	—14,481	—19,112
Live-stock	11,519	2,03,354	10,160	1,85,936	—1,359	—17,418
Rents, miscellaneous, etc.	...	44,815	....	43,065	...	—1,750
Total	2,282,951	2,02,93,641	2,846,018	2,74,61,611	+563,067	+71,67,970

The noticeable increases under "Merchandise, general," are noted below:

	Tons.	₹
Cotton, raw	97,843	26,52,435
Cotton, manufactured	11,344	3,11,582
Grain and pulse	161,677	17,45,730
Oil-seeds	218,287	22,32,800

Cotton, raw.—The increase was partly due to an early season and partly to good crops in the Berars and Khandesh districts.

Cotton, manufactured.—The increase was chiefly in bookings of piece-goods and twist to the Punjab and North-Western Provinces and to stations on the home line.

Grain and pulse.—The increase was chiefly due to a good production of wheat and larger bookings *viâ* Itársi, Nágpur and Jubbulpore to Bombay for

shipment and to increased traffic under "Jawar and Bajra," due to good crops and larger despatches to the Nizam's territory and to Bombay.

Oil-seeds.—The increase was chiefly under linseed, tilseed and rape and mustard seeds, due to good crops throughout the country and to larger bookings from foreign railways as well as from stations on the Great Indian Peninsula railway owing to larger demands for shipment.

The increase under "Coal and coke for the public and foreign railways" was due to increased bookings of Singareni coal, chiefly to Bombay and Khandwa, and *vid* Dadar for Broach and Ahmedabad.

The average sum received for carrying a ton of goods one mile amounted to 7·07 pies against 7·72 pies in the previous year.

The goods earnings per goods train-mile were R5·22 against R4·16.

Working expenses.

The following table shows the working expenses of the railway system during 1898 as compared with the previous year:

	Previous year.		1898.		Increase of decrease in amount.	Increase or decrease in the percentage of expenses.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	46,07,937	16·21	39,78,891	11·41	—6,29,106	—4·80
Locomotive expenses	69,75,582	24·53	74,70,044	21·42	+4,94,462	—3·11
Carriage and wagon expenses	22,98,506	8·08	36,93,204	10·59	+13,94,698	+2·51
Traffic expenses	29,58,232	10·41	29,91,137	8·57	+32,905	—1·84
General charges	13,58,403	4·78	13,40,587	3 84	—17,816	—0·94
Special and miscellaneous expenditure	4,55,721	1·60	8,45,404	2·43	+3,89,683	+0·83
TOTAL	1,86,54,441	65·61	2,03,19,267	58·26	+16,64,826	—7·35

The decrease under "Maintenance of way, works and stations" was chiefly due to the discontinuance of grain compensation allowance to the menial staff, to larger credits obtained for old permanent-way materials returned to stores, and to an improvement in the rate of exchange.

The increase under "Locomotive expenses" was due to the increased train-mileage run, to the consumption of a larger proportion of Bengal and Singareni coal, to a smaller sum credited for old and second-hand materials returned to stores, and to the higher issue rate of stores consumed, as well as to the increased first cost per engine and larger number of engines renewed.

The increase under "Carriage and wagon expenses" was chiefly due to debits in connection with the replacement of Cammell's axles and to payment for loss by exchange owing to the increased consumption of English stores, principally wheels and axles.

The increase under "Special and miscellaneous expenditure" was due to increased charges under mileage and demurrage on foreign vehicles, owing to an improvement in the foreign outward traffic from the Bengal-Nágpur, Indian Midland, East Indian and the Nizam's Guaranteed State railways, to the special provision of a sum of R78,300 to meet the first contribution to the members who will elect for the new Provident Fund rules, and to there being no contribution to the Provident Fund during 1897.

Rates and fares.

The chief alterations in the goods rates will be found noted in Chapter X, page 172, Part I of the Administration Report.

Bombay, Baroda and Central India Railway system (standard gauge).

13. The open mileages of the several sections are as follows :

	Miles.
Bombay, Baroda and Central India railway	460·90
Godhra-Rutlam Nágdá railway	141·14
Nágdá-Ujjain railway	34·32
Gaekwar's Petlád railway	13·35
Tápti Valley—Kankrakhari to Vyara	35·91
TOTAL	685·62

The mean mileage worked during the year 1898 was 652·76 miles against 649·83 miles in the previous year. The increase was due to the opening of a portion of the Tápti Valley railway (35·91 miles) from the 1st December 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year :

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses. *	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	649·83	2,848,067	1,55,04,059	86,51,923	68,52,136	55·80	459	5·37
1898	652·76	2,750,035	1,73,73,233	78,81,581	94,91,652	45·37	512	7·18
Increase or decrease	+2·93	—98,032	+18,69,174	—7,70,342	+26,39,516	—10·43	+53	+1·81
Percentage of increase or decrease	+0·45	—3·44	+12·06	—8·90	+38·52	...	+11·55	...

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits in comparison with 1897 is shown in the following table :

	1897.		1898.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	43,31,209	21,91,333	53,71,911	34,49,804
Deduct—				
Guaranteed interest	23,65,916	23,63,870	23,55,961	24,22,858
Interest on overdrawn capital	9,863	...	48,367	16,064
Contribution to the Provident Fund	..	65,415	...	88,305
TOTAL	23,75,779	24,29,285	24,04,328	25,27,227
Balance surplus profits	19,48,996†	2,37,953	29,52,106‡	9,16,691§
Moiety payable to the Company	9,74,498	...	14,76,053	4,58,346
Add—				
Guaranteed interest	23,65,916	23,63,870	23,55,961	24,22,858
(*a*) Total payable to the Company	33,40,414	23,63,870	38,32,014	28,81,204
Percentage on total capital bearing interest, *viz.*, ₹10,35,07,636 for 1897 and for the first-half of 1898 and ₹10,56,29,455 for the second-half of 1898.	3·23	2·28	3·70	2·73
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Rutlam-Nágdá railways (¼th surplus profits)	3,55,522	2,11,707	7,42,260	3,30,874
TOTAL PAYABLE TO THE COMPANY (*a*+*b*)	36,95,936	25,75,577	45,74,274	32,12,078
Percentage on total capital bearing interest	3·57	2·49	4·42	3·04

* Including contribution to the Provident Fund.
† Excluding ₹6,433 appertaining to previous periods.
‡ Excluding ₹15,477 appertaining to previous periods.
§ Excluding ₹5,975 appertaining to previous periods.

Surplus profits.

The divisible surplus profits of the first-half of 1898 of the Bombay, Baroda and Central India railway at the date of the submission of the accounts amounted to R29,52,106 against R 19,48,996 in the first-half of 1897, an improvement of R 10,03,110. The surplus profits for the second-half of 1898 amounted to R9,16,691 against *nil* in the second-half of 1897.

After deducting from the net earnings of the year, the Company's moiety of surplus profits and the adjustment of outstandings for 1897, and charges for guaranteed interest, contribution to the Provident Fund, and interest on overdrawn capital for the year, the net result showed a gain to the State of R19,04,241 against a gain of R7,36,547 in the previous year, an increase of R11,67,694.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	R	R	R
Coaching	46,10,543	39,35,208	—6,75,335
Goods	1,05,30,717	1,28,80,379	+23,49,662
Electric telegraph	52,351	47,946	—4,405
Sundries	3,10,448	5,09,700	+1,99,252
TOTAL .	1,55,04,059	1,73,73,233	+18,69,174

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	123,235	1,37,459	1,132,202	4,29,818	367,577	6,24,859	12,395,867	27,06,000	14,018,881	38,98,136
1898	143,928	1,45,379	1,308,337	4,09,320	308,648	5,12,057	12,206,194	21,44,249	13,967,107	32,10,996
Increase or decrease.	+20,693	+7,911	+176,135	—20,498	—58,929	—1,12,802	—189,673	—5,61,751	—51,774	—6,87,140

The decrease in the passenger traffic was due to the prevalence of the plague.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·60 pies.

The coaching earnings per passenger train-mile averaged R3·21 against R3·00.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	1,353,656	94,79,327	1,745,906	1,18,68,597	+392,250	+23,89,270
Military stores	998	27,434	490	13,901	—500	—13,533
Railway materials for construction (Home line only)	244,455	2,28,664	258,562	2,00,861	+14,107	—27,803
Coal and coke for the public and foreign railways	46,837	2,33,097	49,654	2,37,302	+2,817	+4,205
Coal and coke for construction (Home line only)	8,914	16,098	8,976	15,124	+62	—974
Coal and coke for revenue only	86,323	1,56,877	55,548	1,06,793	—30,775	—50,084
Revenue stores other than coal and coke	94,834	1,03,399	73,284	88,950	—16,550	—14,649
Live-stock	16,007	2,74,281	17,371	3,29,802	+1,364	+55,521
Rents, miscellaneous, etc.	...	11,340	...	19,049	...	+7,709
TOTAL	1,852,016	1,05,30,717	2,214,791	1,28,80,379	+362,775	+23,49,662

The noticeable fluctuations of traffic under "Merchandise, general" occurred in the following commodities:

	Increase.	
	Tons.	₹
Cotton, manufactured	7,241	1,05,955
Grain and pulse	244,735	16,78,264
Oil-seeds	43,011	2,88,925
Railway plant and rolling stock	26,598	80,377
Sugar	7,798	48,372
	Decrease.	
Cotton, raw	700	98,361

Cotton, manufactured.—The increase was chiefly in traffic forwarded from Bombay to *viâ* Sábarmati and *viâ* Godhra and Rutlam.

Grain and pulse.—The increase was chiefly under wheat and was partly in traffic booked locally from all stations to Bombay and partly in that booked from *viâ* Sábarmati and *viâ* Rutlam and Godhra to Bombay.

Oil-seeds.—The increase under this head was partly in traffic booked locally and partly in traffic received at Bombay *viâ* Sábarmati, *viâ* Rutlam, and Godhra.

Sugar.—The increase was in traffic carried locally, chiefly from Bombay, in that forwarded *viâ* Sábarmati, *viâ* Godhra and Rutlam, and in that exchanged with other foreign lines *viâ* Dadar Junction.

Cotton, raw.—The decrease under this head was mainly in traffic received at Bombay from *viâ* Sábarmati.

The average sum received for carrying a ton of goods one mile amounted to 7·53 pies against 8·23 pies in the previous year.

The goods earnings per goods train-mile were ₹8·44 against ₹8·05.

Working expenses.

The following table shows the working expenses of the railway system during 1898 as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	29,38,482	18·95	19,93,496	11·47	—9,44,985	—7·48
Locomotive expenses	27,94,168	18·02	28,33,750	16·31	+39,582	—1·71
Carriage and wagon expenses	9,80,997	6·33	9,95,019	5·73	+14,022	—0·60
Traffic expenses	10,84,663	7·00	11,10,280	6·39	+25,617	—0·61
General charges	6,49,697	4·19	6,16,245	3·55	—33,452	—0·64
Special and miscellaneous expenditure	2,03,916	1·31	3,32,791	1·92	+1,28,875	+0·61
TOTAL	86,51,923	55·80	78,81,581	45·37	—7,70,342	—10·43

The decrease under "Maintenance of way, works and stations" was chiefly due to a special contribution from the fire insurance fund towards the cost of renewing Warren girder bridges and to a reduction in the charges for loss by exchange, owing to a smaller quantity of English stores having been used in renewing Warren girder bridges and to a favourable rate of exchange.

The increase under "Special and miscellaneous expenditure" was chiefly due to a credit in 1897 for the cost of surveying the Surat-Nandurbar section of the Tapti Valley railway, to heavy payments for compensation to the representatives of a passenger killed in the Gholvad accident, payments for toll to the Great Indian Peninsula railway owing to an increase in the Carnac bridge traffic and to commission and stamp charges incurred in renewing debenture loans.

Rates and fares.

The chief alterations in the goods rates will be found noted in Chapter X, pages 172 and 173, Part I of the Administration Report.

Madras Railway system (standard gauge).

14. The open mileages of the several sections are as follows:

	Miles.
Madras railway	839·23
Kolar Gold-fields railway	10·00
Washermenpet-Ennur section (Bezwada-Madras railway)	8·45
	857·68

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	857·68	2,647,436	1,17,38,041	56,41,249	60,96,792	48·06	263	4·96
1898	857·68	2,600,546	1,09,68,550	54,55,484	55,13,066	49·74	246	4·47
Increase or decrease	...	−46,890	−7,69,491	−1,85,765	−5,83,726	+1·68	−17	−0·49
Percentage of decrease	...	−1·77	−6·56	−3·29	−9·57	...	−6·46	...

Surplus profits.

The divisible surplus profits of the first-half of 1898 of the Madras railway at the date of the submission of the accounts, after deducting a sum of ₹19,637, being interest due on debentures raised for the Calicut-Cannanore extension, amounted to ₹1,61,359 against ₹ 1,71,937 in the first-half of the previous year. There were no surplus profits in the second-half of 1898, the net earnings, amounting to ₹ 23,45,016, having fallen short of the guaranteed interest and contribution to the Provident Institution by ₹6,02,069.

After deducting from the net earnings of the year, the Company's moiety of surplus profits, charges for guaranteed interest, contribution to the Provident Institution, interest on overdrawn capital, and interest on debentures raised for the Calicut-Cannanore extension, the net result showed a loss to the State for the year of ₹5,23,528 against a gain of ₹66,950 for the previous year.

* Including contribution to the Provident Fund.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1898.	Decrease.
	₹	₹	₹
Coaching	46,32,757	40,99,357	—5,33,400
Goods	68,65,894	66,52,261	—2,13,633
Electric telegraph	20,492	17,351	—3,141
Sundries	2,18,898	1,99,581	—19,317
TOTAL	1,17,38,041	1,09,68,550	—7,69,491

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year.	27,766	1,99,336	117,232	2,53,926	10,929,003	35,48,667	11,074,001	40,01,929
1898	25,058	2,01,378	114 723	2,56,743	9,121,19	30,33,276	9,258,972	34,91,397
Increase or decrease	—2,708	+2,042	—4,509	+2,817	—1,807,812	—5,15,391	—1,815,029	—5.10,532

The decrease in the third class traffic was due to plague restrictions.

The average sum received for carrying a passenger one mile amounted to 2·31 pies against 2·26 pies in the previous year.

The coaching earnings per passenger train-mile were R3·26 against R 3·58.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	888,133	60,19,633	786,082	56,02,154	—102,051	—4,17,479
Military stores	1,768	80,054	1,932	75,834	+164	—4,220
Railway materials for construction (Home line only)	1,523	4,831	2,996	9,473	+1,473	+4,642
Coal and coke for the public and foreign railways	128,048	5,68,838	170,543	7,58,564	+42,495	+1,89,726
Coal and coke for revenue only	32,216	38,802	15,345	35,036	—16,871	—3,766
Revenue stores other than coal and coke	197,096	92,099	195,562	1,20,463	—1,534	+28,364
Live-stock	1,563	40,188	1,370	29,592	—193	—10,596
Rents, miscellaneous, etc.	...	21,449	...	21,145	...	—304
TOTAL	1,250,347	68,65,894	1,173,830	66,52,261	—76,517	—2,13,633

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Decrease. Tons.	R
Grain and pulse	68,796	2,47,397
Hides and skins	9,981	1,49,908
	Increase.	
Cotton, raw	6,181	58,853
Oil-seeds	6,251	69,238

Grain and pulse.—The decrease was due to a falling off in the local traffic, chiefly in consignments from Walajah Road and Kátpadi, in the through traffic received *vid* Kátpadi and Arkónam and in that forwarded *vid* Ráichúr and Bangalore City.

Hides and skins.—The decrease was chiefly due to the falling off in the local traffic and in that received from the Great Indian Peninsula railway and beyond, *vid* Ráichúr.

Cotton, raw.—The increase was due to larger despatches of pressed cotton from Adoni, Ráichúr and the Southern Mahratta railway to Madras and from Guntakal to the Great Indian Peninsula railway.

Oil-seeds.—The increase was due to improvement in the local traffic and in that with foreign lines.

The average sum received for carrying a ton of goods one mile amounted to 8·35 pies against 8·36 pies in the previous year.

The goods earnings per goods train-mile were R4·95 against R5·07.

Working expenses.

The following table shows the working expenses of the railway system during 1898 as compared with the previous year;

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,90,151	10·99	12,78,668	11·66	—11,483	+0·67
Locomotive expenses	21,70,119	18·49	20,63,323	18·81	—1,06,796	+0·32
Carriage and wagon expenses	6,15,806	5·25	4,76,721	4·35	—1,39,085	—0·90
Traffic expenses	8,45,557	7·20	8,71,137	7·94	+25,580	+0·74
General charges	5,80,836	4·95	5,72,964	5·22	—7,872	+0·27
Special and miscellaneous expenditure	1,38,780	1·18	1,92,671	1·76	+53,891	—0·58
TOTAL	56,41,249	48·06	54,55,484	49·74	—1,85,765	+1·68

The decrease under "Locomotive expenses" was due to the cost of four engines being charged off in the previous year.

The decrease under "Carriage and wagon expenses" was due to a smaller number of vehicles having been repaired and to more economical working of the department.

The Nizam's Guaranteed State Railway system (standard gauge).

15. The railway system consists of:

	Miles.
The Nizam's Guaranteed State railway	330·13
Bezwada extension of the East Coast State railway	20·58
TOTAL	350·71

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean-mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	354·70	909,620	37,77,154	17,81,740	19,95,414	47·17	205	4·70
1898	354·70	948,451	40,76,673	17,06,703	23,69,970	41·87	221	5·57
Increase or decrease	...	+38,831	+299,519	—75,037	+3,74,556	—5·30	+16	+0·87
Percentage of increase or decrease	...	+4·27	+7·93	—4·21	+18·77	...	+7·80	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	8,81,461	8,43,679	—37,782
Goods	28,24,280	31,45,227	+3,20,947
Electric telegraph	20,416	18,367	—2,049
Sundries	50,997	69,400	+18,403
TOTAL	37,77,154	40,76,673	+2,99,519

Coaching.—The number of passengers of the various classes carried, including troops and police and seasons tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	6,545	46,102	39,350	77,082	277,925	1,41,934	969,248	5,06,077	1,293,068	7,71,195
1898	7,740	54,722	35,442	73,238	252,887	1,15,868	913,076	4,77,848	1,209,145	7,21,676
Increase or decrease	+1,195	+8,620	—3,908	—3,844	—25,038	—26,066	—56,172	—28,229	—83,923	—49,519

* Including 3·40 miles of the home line worked over twice by each train and 0·83 mile of the East Coast State railway from the distant signal at Bezwada to the Bezwada station worked over.

The decrease was chiefly due to the plague and famine, to the reduction in the charge, from 2½ to 2 pies per mile, for carrying third class troops and to the movement of troops for the Tirah expedition in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·37 pies against 2·33 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·75 against ₹3·85.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons	₹	Tons.	₹
Merchandise, general	235,564	14,10,050	268,893	16,40,714	+33,329	+2,30,664
Military stores	736	11,354	688	10,102	—48	—1,252
Railway materials for construction (Home line only)	21,554	24,955	22,753	15,222	+1,199	—9,733
Coal and coke for the public and foreign railways	317,189	12,71,671	342,956	13,80,052	+25,767	+1,08,381
Coal and coke for construction (Home line only)	107	423	79	285	—28	—138
Coal and coke for revenue only	31,900	56,870	32,786	49,536	+886	—7,334
Revenue stores other than coal and coke	165 927	28,656	128,406	27,082	—37,521	—1,574
Live-stock	478	7,613	306	7,449	—172	—164
Rents, miscellaneous, etc.	...	12,688	...	14,785	...	+2,097
TOTAL	773,455	28,24,280	796,867	31,45,227	+23,412	+3,20,947

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	₹
Jawar and bajra	...	38,597
Castor seed	25,702	1,36,617
Til or jinjili seed	5,222	39,091
	Decrease.	
Rice	6,027	33,460
Jawar and bajra	7,374	...

Castor seed.—The increase was due to the increased bookings to the East Coast State railway and other foreign lines *viâ* Wádi.

Til or jinjili seed.—The increase was mainly in the foreign outward traffic of Warangal *viâ* Wádi.

Rice.—The decrease was due to less bookings of husked rice from foreign lines *viâ* Wádi and Bezwada and from the East Coast State railway and Bezwada to Secunderabad and Hyderabad.

Jawar and bajra.—The decrease in weight was due to the failure of the crop in the Chittapur, Seram, Tandur and Shankarpalli districts, and the increase in earnings, to the quantity required for local consumption having been received from foreign lines over a longer lead.

The increase under "Coal and coke for the public and foreign railways" was chiefly due to larger despatches of coal to Wádi and places beyond for consumption on the Great Indian Peninsula railway and to the East Coast State and Southern Mahratta railways *viâ* Bezwada.

The average sum received for carrying a ton of goods one mile amounted to 5·15 pies against 5·23 pies in the previous year.

The goods earnings per goods train-mile were ₹4·35 against ₹4·15.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	5,79,021	15·33	4,63,956	11·38	—1,15,065	—3·95
Locomotive expenses	4,75,280	12·58	5,02,132	12·32	+26,852	—0·26
Carriage and wagon expenses	1,18,379	3·13	1,28,504	3·15	+10,125	+0·02
Traffic expenses	2,65,724	7·04	2,65,150	6·51	—574	—0·53
General charges	2,93,146	7·76	2,66,957	6·55	—26,189	—1·21
Special and miscellaneous expenditure	50,190	1·33	80,004	1·96	+29,814	+0·63
Total	17,81,740	47·17	17,06,703	41·87	—75,037	—5·30

The decrease under "Maintenance of way, works and stations" was chiefly due to smaller renewals of permanent-way and the cost of repairing the bridges and tunnels to end of 1898 having been charged off in the previous year.

The increase under "Locomotive expenses" was principally due to the consumption of a large quantity of coal, owing to the additional train-mileage run, to the increased weight of trains, and to the inferior quality of coal supplied.

The decrease under "General charges" was chiefly due to a portion of the Home establishment charges being debited to the capital account of the Hyderabad-Gódávari Valley railway.

The increase under "Special and miscellaneous expenditure" was chiefly due to the debit of a large amount against "Loss by exchange."

Rates and fares.

The principal alterations in the goods rates will be found noted in Chapter X, page 173, Part I of the Administration Report.

Bengal and North-Western Railway system (metre gauge).

16. The open mileages of the two sections are as follows:

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway, Company's section	586·25
	928·05

The mean mileage worked during the year 1898 was 888·60 miles against 815·66 miles in the previous year. The increase was due to the opening of the following lengths of line and to a revision of the open mileage:

	Opened on	Miles.
Gogra Ghat-Ganeshpur	24th Dec. 1898	3·27
Gonda-Balrampur-Tulsipur	1st June 1898	19·00
Nanpara-Katarn'an Ghat	25th Mar. 1898	27·08
Turtipur-Azamgarh	8th June 1898	51·35

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	815·66	2,038,140	59,93,826	26,24,173	33,69,653	43·78	128	5·95
1898	888·60	2,275,042	64,76,030	28,08,558	36,67,472	43·37	129	5·47
Increase or decrease	+72·94	+236,902	+4,82,204	+1,84,385	+2,97,819	—0·41	+1	—0·48
Percentage of increase	8·94	11·62	8·05	7·03	8·84	...	0·78	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	23,36,747	24,57,896	+1,21,149
Goods	28,29,311	32,49,165	+4,19,854
Electric telegraph	32,854	29,405	—3,449
Steam-boat	5,81,873	5,05,916	—75,957
Sundries	2,13,041	2,33,648	+20,607
TOTAL	59,93,826	64,76,030	+4,82,204

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	FIRST CLASS.		SECOND CLASS.		INTERMEDIATE CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	17,878	54,341	25,348	42,306	68,377	42,989	5,776,033	20,44,427	5,887,636	21,84,063
1898	16,495	52,341	24,559	41,640	62,249	42,339	6,143,734	21,67,613	6,247,028	23,03,933
Increase or decrease.	—1,383	—2,000	—789	—666	—6,137	—650	+367,701	+1,23,186	+359,392	+1,19,870

The improvement in the passenger traffic was chiefly due to the increase in the mileage worked, to the larger attendance at *melas*, and to the celebration of more Hindu marriages.

The average sum received for carrying a passenger one mile amounted to 2·10 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹2·26 against ₹2·58.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	723,221	24,89,622	755,506	29,89,524	+32,285	+4,99,902
Military stores	...	2	2 6	83	+26	+81
Railway materials for construction (Home line only)	86,192	1,37,320	63,750	86,675	—22,442	—50,645
Coal and coke for the public and foreign railways	35,089	63,538	34,861	52,525	—228	—11,013
Coal and coke for construction (Home line only)	474	1,503	1,683	4,192	+1,209	+2,689
Coal and coke for revenue only	24,152	33,523	30,162	47,522	+6,010	+13,999
Revenue stores other than coal and coke	61,913	74,170	43,266	50,011	—18,647	—24,159
Live-stock	55	1,663	36	633	—19	—1,030
Rents, miscellaneous, etc.	...	27,970	...	18,000	...	—9,970
TOTAL	931,096	28,29,311	929,290	32,49,165	—1,806	+4,19,854

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Decrease.	
	Tons.	₹
Grain and pulse	53,488	...
	Increase.	
Grain and pulse	...	1,03,643
Oil-seeds	54,065	1,97,830
Sugar	23,528	1,17,524

Grain and pulse.—The decrease in the quantity was due principally to little or no import of Burma rice during the year which was heavily imported during 1897 owing to the famine, while the increase in the earnings was attributable to the carriage of local rice over longer leads, and to a demand for wheat in Calcutta for export.

Oil-seeds.—The increase was due to good crops of linseed and other seeds, and to increased demand in Calcutta.

Sugar.—The increase under this head was due to good sugarcane crops, to increased demand in Cawnpore and up-country and in Bengal for molasses.

The decrease under "Railway materials for construction" was due to fewer construction works undertaken during the year.

The average sum received for carrying a ton of goods one mile amounted to 5·55 pies against 5·32 pies in the previous year.

The goods earnings per goods train-mile were Re·74 against Re·50.

Steam-boat.—The decrease under this head was due to a smaller quantity of merchandise carried *vid* Mokameh and Digha Ghats.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in percentage of expenses on gross earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	7,27,445	12·14	7,88,657	12·18	+61,212	+0·04
Locomotive expenses	5,20,551	8·78	5,81,698	8·98	+55,147	+0·20
Carriage and wagon expenses	1,57,792	2·63	1,45,478	2·25	—12,314	—0·38
Traffic expenses	4,12,796	7·72	4,91,243	7·59	+28,447	—0·13
General charges	3,85,551	6·43	4,04,466	6·24	+18,915	—0·19
Steam-boat service	2,21,525	3·70	2,51,368	3·88	+29,843	+0·18
Special and miscellaneous expenditure	1,42,513	2·38	1,45,648	2·25	+3,135	—0·13
TOTAL	26,24,173	43·78	28,08,558	43·37	+1,84,385	—0·41

The increase under "Maintenance of way, works and stations" was chiefly due to heavy expenditure incurred in connection with the repairs of flood damages on the Tirhoot section, to the maintenance of an additional temporary bridge over the Gogra river at Turtipur and to a debit of the cost of works engulfed by the Ganges and Kosi rivers at Semaria and Khanwa Ghats.

The increase under "Locomotive expenses" was chiefly due to the opening of the new extensions, and to the inclusion of charges for the carriage of revenue stores for previous years.

The increase under "Traffic expenses" was due to the promotion of the Traffic Manager and Assistants, to the employment of additional assistants and traffic inspectors, and to the increased charges on account of the additional mileage opened.

The increase under "Steam-boat service" was mainly due to the cost of two new boilers and to heavier repairs to flats having been executed than in the previous year.

Rajputana-Malwa Railway system (metre gauge).*

17. The open mileages of the several sections are as follows:

	Miles.
Rajputana-Malwa railway	1,673·94
Pálanpur-Deesa „	17·28
Ahmedabad-Paránţij „	54·59
Gaekwar's Mehsana „	92·63
TOTAL .	1,838·44

The mean mileage worked during the year 1898 was 1,838·44 miles against 1,873·17 miles in the previous year. The decrease was due to the working of the Udaipur-Chitor railway, 60·39 miles, having been taken over by the Udaipur Durbar with effect from the 1st January 1898. This decrease was, however, partly counterbalanced by the opening throughout for traffic of the Ahmedabad-Paránţij railway, 54·59 miles, from the 23rd October 1897.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	1,873·17	5,204,568	1,90,48,990	89,00,740	1,01,48,250	46·73	196	7·34†
1898 „ . .	1,838 44	5,891,668	2,15,24,872	92,18,394	1,23,06,478	42·83	225	8·89
Increase or decrease	—34·73	+687,100	+24,75,882	+3,17,654	+21,58,228	—3·90	+29	+1·55
Percentage of increase or decrease	—1·85	+13·20	+13·00	+3·57	+21·27	...	+14·80	...

Surplus profits.

The divisible surplus profits for the first-half of 1898, at the date of the submission of the accounts, amounted to ₹37,11,300 against ₹17,77,608 in the first-half of the previous year, an increase of ₹19,33,692. The surplus profits for the second-half of 1898 were ₹16,54,368 against ₹10,58,536 in the corresponding period of 1897, an improvement of ₹5,95,832.

After deducting from the net earnings of the year, the Company's share of surplus profits, charges for interest and adjustment on account of outstanding earnings, the net result showed a gain to the State for the year of

* Including the transactions of the Udaipur-Chitor railway for 1897 only.
† Excluding the Udaipur-Chitor railway.

R42,92,535 against a gain of R22,68,916 in the previous year, or an increase of R20,23,619.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	R	R	R
Coaching	64,15,079	64,29,909	+14,830
Goods	1,21,71,727	1,46,97,265	+25,25,538
Electric telegraph	79,530	75,052	—4,478
Sundries	3,82,654	3,22,646	—60,008
TOTAL	1,90,48,990	2,15,24,872	+24,75,882

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	19,441	1,23,304	89,289	2,11,351	216,402	2,37,351	10,062,744	49,38,529	10,387,876	55,10,535
1898	20,343	1,24,835	89,257	2,15,506	224,684	2,38,458	10,202,543	50,30,861	10,536,827	56,09,660
Increase or decrease	+902	+1,531	—32	+4,155	+8,282	+1,107	+139,799	+92,332	+148,951	+99,125

The increase in the passenger traffic was due to the withdrawal of the plague restrictions, to the larger attendance at *melas* and to the season being considered propitious for Hindu marriages.

There were, however, decreases under "Military baggage," "Military horses, carriages, etc." and "Parcels," due to the movement of troops and carriage of military parcels for the frontier expeditions in the previous year.

The average sum received for carrying a passenger one mile amounted to 2·12 pies against 2·13 pies in the previous year.

The coaching earnings per passenger train-mile were R2·98 against R2·90.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	1,502,203	1,16,33,857	1,725,500	1,40,24,846	+223,297	+23,90,989
Military stores	6,780	1,26,489	6,606	1,13,333	—174	—13,156
Railway materials for construction (Home line only)	21,372	28,219	55,246	64,066	+33,874	+35,847
Coal and coke for the public and foreign railways	19,765	71,242	20,273	65,456	+508	—5,786
Coal and coke for construction (Home line only)	2,637	9,293	2,505	9,481	—132	+188
Coal and coke for revenue only	55,764	1,26,930	90,923	2,14,158	+35,159	+87,228
Revenue stores other than coal and coke	69,226	99,802	72,846	1,08,140	+3,620	+8,338
Live-stock	4,188	55,627	6,353	76,494	+2,165	+20,867
Rents, miscellaneous, etc.	...	20,268	...	21,291	...	+1,023
TOTAL	1,681,935	1,21,71,727	1,980,252	1,46,97,265	+298,317	+25,25,538

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Increase.	
	Tons.	₹
Cotton, manufactured	9,163	2,86,738
Grain and pulse	147,730	13,17,136
Oil-seeds	19,841	2,09,686
Sugar	28,853	3,52,184
	Decrease.	
Cotton, raw	13,391	2,35,838

Cotton, manufactured.—The increase was in twist and yarn, and piece-goods. The increase in the latter was chiefly in the traffic carried locally and in that received *viâ* Sábarmati, principally at Delhi.

Grain and pulse.—The increase was chiefly in the wheat traffic forwarded *viâ* Sábarmati.

Oil-seeds.—The increase was chiefly in the traffic forwarded to the Bombay, Baroda and Central India railway *viâ* Sábarmati and *viâ* Rutlam and Godhra and in that exchanged with other foreign lines.

Sugar.—The increase was chiefly in the traffic carried locally and in that forwarded to and received from *viâ* Sábarmati, and *viâ* Godhra.

Cotton, raw.—The decrease was in the traffic carried locally and in that forwarded to the Bombay, Baroda and Central India railway *viâ* Sábarmati.

The increase under "Coal and coke for revenue only" was due to the carriage of a larger quantity of coal for revenue purposes.

The average sum received for carrying a ton of goods one mile amounted to 6·63 pies against 7·48 pies in the previous year.

The goods earnings per goods train-mile were ₹3·93 against ₹4·07.

Sundries.—The decrease was mainly due to the supervision charges on works of the Nágdá-Ujjain, Ahmedabad-Paránt'ij and Udaipur-Chitor railways and to commission charges on English stores for the Ahmedabad-Paránt'ij railway having been credited in the previous year.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	19,77,289	10·38	19,90,933	9·25	+13,644	—1·13
Locomotive expenses	31,71,844	16·65	33,76,625	15·69	+2,04,781	—0·96
Carriage and wagon expenses	8,56,109	4·50	9,15,569	4·25	+59,460	—0·25
Traffic expenses	15,64,291	8·21	16,28,547	7·57	+64,256	—0·64
General charges	11,59,063	6·09	11,53,664	5·36	—5,399	—0·73
Special and miscellaneous expenditure	1,72,144	0·90	1,53,056	0·71	—19,088	—0·19
TOTAL	89,00,740	46·73	92,18,394	42·83	+3,17,654	—3·90

The increase under "Locomotive expenses" was due to the increased train-mileage run, to an increase in the rate for castor oil, and to more coal having been carried for revenue purposes.

The increase under "Carriage and wagon expenses" was chiefly due to heavier repairs and renewals of coaching and goods vehicles.

The increase under "Traffic expenses" was chiefly due to an increased rate for castor oil and to the purchase of tarpaulins.

Southern Mahratta Railway system (metre gauge).

18. The open mileages of the several sections are as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway	119·50
Mysore section (Southern Mahratta) railway	296·00
Kolhápur railway	29·07
Yesvantpur-Mysore frontier railway	51·35
Mysore-Nanjangúd railway	15·25
TOTAL	1,553·21

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,556·20	4,113,224	94,08,260	53,65,638	40,42,622	57·03	116	3·28
1898	1,556·20	2,708,281	71,70,269	50,31,208	21,39,061	70·17	89	1·72
Increase or decrease	...	—1,404,943	—22,37,991	—3,34,430	—19,03,561	+13·14	—27	—1·56
Percentage of decrease	...	—34·16	—23·79	—6·23	—47·09	...	—23·28	...

Surplus profits.

The divisible surplus profits of the Southern Mahratta railway, including the Mysore section, during the year 1898, after deducting contribution to the Provident Fund, amounted to R19,06,242 against R35,79,334 in the previous year—a decrease of R16,73,092. The details by half-years and the amounts payable to the Company and Government are given in the table below:

	Southern Mahratta railway.		Mysore section (Southern Mahratta).		TOTAL.	
	Previous year.	1898.	Previous year.	1898.	Previous year.	1898.
	₹	₹	₹	₹	₹	₹
1st half	15,94,374	9,92,272	4,14,906	2,82,724	20,09,280	12,74,996
2nd half	11,84,836	5,03,249	3,85,218	1,27,997	15,70,054	6,31,246
TOTAL	27,79,210	14,95,521	8,00,124	4,10,721	35,79,334	19,06,242
½ payable to Company	6,94,803	3,73,880	2,00,031	1,02,680	8,94,834	4,76,560
½ payable to Government	20,84,407	11,21,641	6,00,093	3,08,041	26,84,500	14,29,682

* Including 2·99 miles of the East Coast State railway worked over.
† Including contribution to the Provident Fund.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year :

	Previous year.	1898.	Decrease.
	₹	₹	₹
Coaching	30,57,058	21,45,752	—9,11,306
Goods	61,72,555	48,85,482	—12,87,073
Electric telegraph	37,473	37,229	—244
Sundries	1,41,174	1,01,806	—39,368
TOTAL	94,08,260	71,70,269	—22,37,991

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	18,916	99,714	54,691	1,31,521	6,346,890	24,81,027	6,420,497	27,12,262
1898	16,209	96,486	47,917	1,14,001	3,781,543	16,01,365	3,845,669	18,11,852
Decrease	— 2,707	— 3,228	— 6,774	—17,520	—2,565,347	—8,79,662	—2,574,828	—9,00,410

The decrease in the passenger traffic was due to the prevalence of plague in the Bombay Presidency and Mysore.

The average sum received for carrying a passenger one mile amounted to 2·18 pies against 2·12 pies in the previous year.

The coaching earnings per passsenger train-mile were R2·10 against R2·32.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	885,476	56,65,398	794,066	44,99,930	—91,410	—11,65,468
Military stores	1,392	16,061	1,137	19,422	—255	+3,361
Railway materials for construction (Home line only)	12,508	23,922	20,742	26,610	+8,234	+2,688
Coal and coke for the public and foreign railways	6,349	30,349	4,072	18,445	—2,277	—11,884
Coal and coke for revenue only	52,199	2,74,870	38,056	1,99,512	—14,143	—75,358
Revenue stores other than coal and coke	106,873	1,23,380	71,570	94,991	—35,303	—28,389
Live-stock	965	14,223	363	7,487	—602	—6,736
Rents, miscellaneous, etc.	...	24,372	...	19,085	...	—5,287
TOTAL	1,065,762	61,72,555	930,006	48,85,482	—135,756	—12,87,073

The noticeable fluctuations of traffic under "Merchandise, general," are as follows:

	Tons.	Decrease. ₹
Grain and pulse	88,994	11,20,532
Salt	2,797	42,206
Spices	3,828	43,699
		Increase.
Oil-seeds	20,045	1,26,881

Grain and pulse.—The decrease was mainly due to the special famine traffic in 1897.

Salt.—The decrease was chiefly due to the increased imports in the previous year *viâ* Poona into the Mysore Province and to the Bellary-Kistna railway.

Spices.—The decrease was due to the large export of chillies in the previous year from stations on the Poona and Harihar branches to foreign lines *viâ* Poona and Bangalore and to stations on the Bellary-Kistna railway.

Oil-seeds.—The increase was attributed to better crops and the consequent increased traffic, chiefly *viâ* Poona and Hotgi Junctions.

The decrease under "Coal and coke for revenue only" was due to a smaller quantity of coal carried for the Locomotive Department.

The average sum received for carrying a ton of goods one mile amounted to 6·47 pies against 6·03 pies in the previous year.

The goods earnings per goods train-mile were ₹2·64 against ₹2·21.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

Working expenses.

	Previous year.		1898.		Increase or decrease in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	11,92,892	12·68	11,87,437	16·56	—5,455	+3·88
Locomotive expenses	19,07,539	20·28	15,37,250	21·44	—3,70,289	+1·16
Carriage and wagon expenses	3,86,628	4·11	4,28,407	5·98	+41,779	+1·87
Traffic expenses	9,05,190	9·62	8,30,655	11·58	—74,535	+1·96
General charges	8,62,181	9·16	8,97,412	12·52	+35,231	+3·36
Special and miscellaneous expenditure	1,11,208	1·18	1,50,047	2·09	+38,839	+0·91
TOTAL	53,65,638	57·03	50,31,208	70·17	—3,34,430	+13·14

The decrease under "Locomotive expenses" was chiefly due to a write-back in the first-half of 1898 of toll levied over the Kistna bridge in previous years, to a reduction in the train-mileage run on account of plague in the Bombay Presidency and Mysore, and to the carriage of a smaller quantity of fuel for revenue purposes.

The increase under "Carriage and wagon expenses" was chiefly due to heavier repairs and renewals of vehicles.

The decrease under "Traffic expenses" was due to the cessation of compensation allowance for dearness of grain and to the reduction in the train-mileage.

The increase under "General charges" was due to the payment to the Mysore Durbar of the Company's share of cost of the police force employed on the Mysore State railway from August 1889 to December 1894.

The increase under "Special and miscellaneous expenditure" was due to a special outlay incurred on plague operations.

Rates and fares.

The principal alterations in rates and fares are referred to in Chapter X, pages 169 and 173, Part I of the Administration Report.

South Indian Railway system (metre gauge).

19. The open mileages of the several railways are as follows:

	Miles.
South Indian railway	1,017·88
Mayavaram-Mutupet railway	53·99
Pondicherry railway	7·80
Karaikkal-Peralam railway	14·45
	1,094·12

The mean mileage worked during the year was 1,113·20 miles against 1,103·38 miles in the previous year. The increase was due to the opening of the Karaikkal-Peralam railway, 14·45 miles, on the 14th March 1898. The section from Gudur to Nellore, 23·71 miles, was, however, transferred to the Bezwada-Madras railway on the 1st November 1898.

The increase in the mean mileage as compared with the open mileage was due to the cause referred to in the preceding paragraph.

General results.

The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	1,103·38	3,640,615	94,84,683	50,40,609	44,43,384	53·15	165	5·57
1898 . .	1,113·20	3,489,288	87,65,343	48,13,118	39,52,225	54·91	151	5·05
Increase or decrease .	+9·82	—151,327	—7,18,740	—2,27,581	—4,91,159	+1·76	—14	—0·52
Percentage of increase or decrease .	+0·89	—4·16	—7·58	—4·51	—11·05	...	—8·48	...

Surplus profits.

The divisible surplus profits for the first-half of 1898 of the South Indian railway proper amounted to ₹8,08,022 and those for the second-half, to ₹6,30,166, making up a total of ₹14,38,188 against ₹18,53,202 in the previous year, a decrease of ₹4,15,014.

The net earnings for the year 1898 of the South Indian railway proper were ₹38,52,349, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State for the year of ₹11,72,981 against ₹15,15,410 in the previous year, a decrease of ₹3,42,429.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1898.	Decrease.
	₹	₹	₹
Coaching	51,77,193	45,98,337	—5,78,856
Goods	40,03,827	38,99,935	—1,03,892
Electric telegraph	22,472	22,318	—154
Sundries	2,80,591	2,44,753	—35,838
TOTAL	94,84,083	87,65,343	—7,18,740

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	22,542	72,920	192,100	1,80,532	13,975,846	46,72,829	14,190,488	49,26,281
1898.	23,891	82,652	118,563	1,59,636	12,755,013	40,93,932	12,897,467	43,36,220
Increase or decrease	+1,349	+9,732	—73,537	—20,896	—1,220,833	—5,78,897	—1,293,021	—5,90,061

The decrease was chiefly due to the plague restrictions, to the unfavourable season which resulted in a poor attendance at important local festivals, to the celebration of the *Mahamagam* festival at *Kumbakónam* in the previous year and to the transfer of the Gudur-Nellore section to the Bezwada-Madras railway.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 2·06 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·37 against ₹2·56.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	953,735	38,16,807	860,979	36,96,256	—92,756	—1,20,551
Military stores	110	2,635	320	3,024	+210	+389
Railway materials for construction (Home line only)	27,613	10,862	119,218	16,136	+91,605	+5,274
Coal and coke for the public and foreign railways	11,733	17,986	13,255	17,644	+1,522	—342
Coal and coke for revenue only	32,590	39,532	29,085	33,056	—3,505	—6,476
Revenue stores other than coal and coke	436,721	89,522	679,542	1,02,941	+242,821	+13,419
Live-stock	409	6,753	860	8,291	+451	+1,538
Rents, miscellaneous, etc.	...	20,107	...	22,587	...	+2,480
TOTAL	1,462,911	40,03,904	1,703,259	38,99,935	+240,348	—1,03,969
Less—Outstandings irrecoverable	...	—77	...	...	...	—77
TOTAL	1,462,911	40,03,827	1,703,259	38,99,935	+240,348	—1,03,892

The noticeable fluctuations in the traffic under "Merchandise, general," are given below:

	Decrease. Tons.	R
Grain and pulse	74,049	1,24,825
Railway plant and rolling-stock	24,951	63,249
Salt	5,914	25,021
	Increase.	
Sugar	5,737	50,774
All other articles of merchandise	1,532	82,378

Grain and pulse.—The decrease was due to poor crops in South Arcot, North Arcot, Tanjore, Trichinopoly, Madura and Tinnevelly districts, which resulted in less export of "Rice not in the husk," and to less export of "Jawar and Bajra" on account of the subsidence of famine in Northern India.

Railway plant and rolling-stock.—The decrease was chiefly due to the carriage of materials in the previous year for the Bezwada-Madras railway.

Salt.—The decrease was chiefly due to the stations on the Madras and Southern Mahratta railways having obtained supplies from the West Coast instead of from Nellore.

Sugar.—The increase was under "Sugar, unrefined," due to increased bookings from Tinnevelly to the sugar factories at Arcot, owing to an abnormal production of jaggery during the year.

All other articles of merchandise.—The increase was chiefly in the traffic in cocoanuts from Tanjore and Trichinopoly to the Southern Mahratta railway, owing to good crops, and in cotton seeds, fibre, plantains and oil-cakes.

The average sum received for carrying a ton of goods one mile amounted to 8·60 pies against 8·49 pies in the previous year.

The goods earnings per goods train-mile were R2·52 against R2·47.

Sundries.—The decrease under this head was chiefly due to less receipts from hire of locomotives and vehicles, profits of workshops on work done for State railways and less amount received for Káraikkal-Peralam railway administration.

The following table shows the working expenses of the railway during 1898 as compared with the previous year:

Working expenses.

	Previous year. Amount.	Per cent. on gross earnings.	1898. Amount.	Per cent. on gross earnings.	Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	R		R		R	
Maintenance of way, works and stations	11,66,115	12·29	9,25,931	10·56	—2,40,184	—1·73
Locomotive expenses	17,72,538	18·69	17,63,434	20·12	—9,104	+1·43
Carriage and wagon expenses	5,20,568	5·49	5,27,529	6·02	+6,961	+0·53
Traffic expenses	8,50,306	8·97	8,23,104	9·44	—23,202	+0·47
General charges	6,40,475	6·75	6,39,223	7·29	—1,252	+0·54
Special and miscellaneous expenditure	90,667	0·96	1,29,897	1·48	+39,200	+0·52
TOTAL	50,40,699	53·15	48,13,118	54·91	—2,27,581	+1·76

The decrease under "Maintenance of way, works and stations" was due to reduced renewals of permanent-way with 50 lbs. rails during the year, to smaller

outlay on repairs to stations and buildings, owing to the inclusion of outlay on special repairs in the previous year, and to less repairs to bridges and tunnels.

The decrease under "Traffic expenses" was due to the transfer of the Gudur-Nellore section to the Bezwada-Madras railway on the 1st November 1898, to the reduced rates and smaller supply of oil, and to the reduced passenger train service between Pakala and Dharmavaram from the 4th April 1898, owing to slackness of traffic on account of plague restrictions.

The increase under "Special and miscellaneous expenditure" was due to the temporary debit to working expenses of the outlay incurred on the Nanjangúd-Erode and Madura-Pamban railway surveys.

Assam-Bengal Railway (metre gauge).

20. The open mileage for the year is as follows:

	Miles.
Chittagong to Badarpur	254·28
Chandpur branch	31·62
Silchar branch	18·62
TOTAL	304·52

The mean mileage worked during the year 1898 was 291·20 miles against 301·18 miles in the previous year. The decrease was due to the temporary closing of the Gauhati branch, on account of damages caused by the earthquake of 1897.

General results.

The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	301·18	406,079	9,90,640	9,18,426	72,214	92·71	63	0·20
1898.	291·20	463,399	13,08,124	12,53,572	54,552	95·83	86	0·12
Increase or decrease	—9·98	+63,320	+3,17,484	+3,35,146	—17,662	+3·12	+23	—0·08
Percentage of increase or decrease	—3·32	+15·83	+ 32·05	+36·49	—24·46	...	+36·51	...

Gross earnings.

The following table compares the earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	5,39,843	7,37,620	+1,97,777
Goods	4,24,389	5,35,738	+1,11,349
Electric telegraph	13,202	12,145	—1,057
Sundries	13,206	22,621	+9,415
TOTAL,	9,90,640	13,08,124	+3,17,484

Coaching.—The number of passengers of the various classes carried including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . .	2,750	14,990	5,693	11,623	938,169	4,80,276	946,612	5,06,889
1898	3,275	17,265	6,617	14,543	1,208,195	6,51,130	1,218,087	6,82,938
Increase . . .	525	2,275	924	2,920	270,026	1,70,854	271,475	1,76,049

The increase in the passenger traffic was chiefly due to the Sitakund and Brahmaputra fairs held in February and March 1898 and to the general development of traffic.

The average sum received for carrying a passenger one mile amounted to 3·10 pies against 3·12 pies in the previous year.

The coaching earnings per passenger train-mile were ₹4·85 against ₹3·50.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general . . .	39,918	2,29,111	59,994	3,24,209	+20,076	+95,098
Military stores	106	841	38	223	—68	—618
Railway materials for construction (Home line only)	285,274	1,64,619	380,784	1,74,200	+95,510	+9,581
Coal and coke for the public and foreign railways	5,109	12,419	5,694	13,138	+585	+719
Coal and coke for construction (Home line only)	316	664	3,094	3,008	+2,778	+2,344
Coal and coke for revenue only .	7,287	8,282	9,309	12,568	+2,022	+4,286
Revenue stores other than coal and coke	490	571	1,585	2,238	+1,095	+1,667
Live-stock	1	46	4	10	+3	—36
Rents, miscellaneous, etc. . .	...	7,836	...	6,144	...	—1,692
Total .	338,501	4,24,389	460,502	5,35,738	+122,001	+1,11,349

The noticeable increases in the traffic under "Merchandise, general" are given below:

	Tons.	₹
Grain and pulse	11,363	44,341
Tea	2,100	27,817

Grain and pulse.—The increase was due to the booking of large quantities of rice to Karimganj and Badarpur for consumption in the Cachar and Sylhet districts.

Tea.—The increase was due to the outwards traffic *viâ* Chandpur from the stations between Itákhola and Sálchapra.

The average sum received for carrying a ton of goods one mile amounted to 4·46 pies against 4·87 pies in the previous year.

The goods earnings per goods train-mile were ₹1·72 against ₹1·73.

Working expenses.

The following table compares the working expenses for the year 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	2,55,879	25·83	6,02,869	46·09	+3,46,990	+20·26
Locomotive expenses	2,08,796	21·08	2,01,698	15·42	—7,098	—5·66
Carriage and wagon expenses	24,091	2·43	44,489	3·40	+20,398	+0·97
Traffic expenses	1,67,580	16·91	1,63,901	12·53	—3,679	—4·38
General charges	2,48,721	25·11	2,27,412	17·38	—21,309	—7·73
Special and miscellaneous expenditure	13,359	1·35	13,203	1·01	—156	—0·34
TOTAL	9,18,426	92·71	12,53,572	95·83	+3,35,146	+3·12

The increase under "Maintenance of way, works and stations" was chiefly due to the repairs of damages caused by the earthquake and cyclone of 1897.

The increase under "Carriage and wagon expenses" was due to heavy repairs of coaching vehicles, and special repairs of goods stock damaged in certain accidents.

The decrease under "General charges" was mainly due to less mileage open for passenger traffic, the charges for general administration and Indian management being chiefly based on a mileage proportion.

Burma Railways (metre gauge).

21. The open mileages of the several railways are as follows:

	Miles.
Irrawaddy line	161·00
Sittang line, including suburban lines	175·00
Mandalay line	235·39
Mu Valley railway	351·74
Mandalay-Kunlon railway	13·00
TOTAL	936·13

The mean mileage worked during the year 1898 was 936·13 miles against 886·50 miles in the previous year. The increase was due to the opening of the Mogaung-Myitkyina section (36·63 miles) of the Mu Valley railway, and of the Myohaung-Sedaw section (13·00 miles) of the Mandalay-Kunlon railway from the 1st January 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	886·50	28,06,804	86,76,403	47,93,729	38,82,674	55·25	188	4·97
1898	936·13	29,54,906	89,91,452	52,02,929	37,88,523	57·87	184	4·82
Increase or decrease	+49·63	+1,48,102	+3,15,049	+4,09,200	—94,151	+2·62	— 4	—0·15
Percentage of increase or decrease	+5·60	+5·28	+3·63	+8·54	—2·42	...	—2·13	...

Surplus profits.

The divisible surplus profits from the 1st July 1897 to the 30th June 1898 amounted to R10,43,500 against R11,67,313 for the period from the 1st September 1896* to the 30th June 1897, a decrease of R1,23,813; the Company's one-fifth share for the same period amounted to R2,08,700 against R2,33,463, a decrease of R24,763.

After deducting from the net earnings of the year ended the 30th June 1898 the Company's one-fifth share of surplus profits, charges for guaranteed interest and interest on Government capital outlay, the net result showed a gain to the State of R8,34,800 against a gain of R9,33,850 for the period from the 1st September 1896* to the 30th June 1897, a decrease of R99,050.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase.
	R	R	R
Coaching	43,68,231	43,84,060	15,829
Goods	41,76,612	44,52,693	2,76,081
Electric telegraph	27,229	28,765	1,536
Steam-boat	21,385	24,331	2,946
Sundries	82,946	1,01,603	18,657
TOTAL	86,76,403	89,91,452	3,15,049

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R		R
Previous year	24,583	98,343	288,189	2,19,391	36,101	1,21,259	8,725,492	37,41,569	9,074,365	41,80,562
1898	28,806	1,02,191	229,093	2,11,117	103,649	1,87,902	9,694,987	36,71,933	10,056,535	41,73,143
Increase or decrease	+4,223	+3,848	—59,096	—8,274	+67,548	+66,643	+969,495	—69,636	+982,170	—7,419

The increase in the intermediate class was due to the introduction of this class from the 12th September 1897.

The increase in number, with a falling off in earnings under third class, was chiefly due to the reduction in the lowest class fares for long distances, and to the Rangoon suburban traffic, for which the rates are lower than other short distance traffic.

There was an increase under "Parcels," due to the extended use of the value payable system and to the reduction and simplification of rates.

The average sum received for carrying a passenger one mile was 2·84 pies against 3·02 pies in the previous year.

The coaching earnings per passenger train-mile were R3·16 against R3·73.

* Date on which the line was taken over by the Company.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	763,721	36,78,916	837,304	40,08,703	+73,583	+3,29,787
Military stores	1,078	24,761	1,027	24,156	—51	—605
Railway materials for construction (Home line only)	186,192	1,62,295	119,946	1,05,387	—66,246	—56,908
Coal and coke for the public	958	652	316	398	—642	—254
Coal and coke for construction (Home line only)	1,537	446	1,882	485	+345	+39
Coal and coke for revenue only	45,916	64,885	36,542	55,179	—9,374	—9,706
Revenue stores other than coal and coke	148,831	99,337	110,495	91,220	—38,336	—8,117
Live stock	5,138	1,33,777	5,650	1,56,648	+512	+22,871
Rents, miscellaneous, etc.	...	11,543	...	10,517	...	—1,026
TOTAL	1,153,371	41,26,612	1,113,162	44,52,693	—40,209	+2,76,081

The noticeable fluctuations of traffic under "Merchandise, general," are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	33,251	1,20,770
Provisions	2,238	43,124
Spices	2,784	56,313
Timber	5,621	33,856
	Decrease.	
Railway plant and rolling stock carried for the public and foreign railways	5,428	31,759

Grain and pulse.—The increase was due to a good rice crop.

Provisions.—The increase was due to larger imports of Ngapee from the Straits Settlement to Mandalay, to facilities afforded by the railway for the quick transit and the ready market found in Rangoon for fresh fruits and vegetables, to extensive cultivation of betel leaves, and to the general prosperity and expansion of traffic.

Spices.—The increase was due to a considerable development in the cultivation of chillies in Upper Burma.

Timber.—The increase was due to an improved trade in timber, and to the long distance traffic in logs in addition to the regular traffic in logs from short distances and of sawn timber from the local mills to Rangoon.

Railway plant and rolling-stock carried for the public and foreign railways.—The decrease was due to the error of treating materials for the Mandalay-Kunlon railway as foreign line materials and including it under "Merchandise, general" in the previous year.

The decrease under "Railway materials for construction (Home line only)" was chiefly due to the completion of work on the upper section of the Mu Valley railway.

The average sum received for carrying a ton of goods one mile amounted to 6·99 pies against 6·55 pies in the previous year.

The goods earnings per goods train-mile were R2·72 against R2·55.

Working expenses.

The following table shows the working expenses of the railway system during 1898, as compared with the previous year:

	Previous year.		1898.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	12,44,879	14·35	12,83,588	14·28	38,709	—0·07
Locomotive expenses	15,34,346	17·68	16,82,617	18·71	1,48,271	+1·03
Carriage and wagon expenses	3,93,199	4·53	4,28,961	4·77	35,762	+0·24
Traffic expenses	8,83,553	10·18	9,66,139	10·75	82,586	+0·57
General charges	6,06,310	6·99	6,85,776	7·63	79,466	+0·64
Steam-boat service	41,312	0·48	56,907	0·63	15,595	+0·15
Special and miscellaneous expenditure	50,130	1·04	98,041	1·10	8,811	+0·06
TOTAL	47,93,729	55·25	52,02,929	57·87	4,09,200	+2·62

The increase under "Locomotive expenses" was chiefly due to the additional mileage worked, extra trains run, increase to engine stock, and to the extensive use of coal owing to the failure of the wood contract.

The increase under "Traffic expenses" was chiefly due to the additional mileage worked and to the increase of pay granted to the staff.

The increase under "General charges" was due to an increase under Home Board charges and to the charges for Railway police from the 1st September 1896 to the 30th September 1898, the cost of which was borne entirely by Government when the line was worked by the State, being now divided between the State and the Railway.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted on pages 169 and 173, Chapter X, Part I of the Administration Report.

Deoghur Railway (metre gauge).

General results.

22. The following table compares the general results of the year's working with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	4·79	13,384	30,320	19,168	11,152	63·22	122	3·87
1898	4·79	15,360	32,106	25,499	6,601	79·43	129	2·29
Increase or decrease	...	+1,976	+1,786	+6,331	—4,551	—16·21	+7	—1·58
Percentage of increase or decrease	...	+14·76	+5·87	+33·03	—40·81	...	+5·74	...

The following table compares the gross earnings under main heads with those of the previous year :

Gross earnings.

	Previous year.	1898.	Increase or decrease.
	£	£	£
Coaching	25,981	26,559	+578
Goods	4,243	5,450	+1,207
Sundries	96	91	—5
TOTAL	30,320	32,100	+1,780

Coaching.—The number of passengers of the various classes carried, including police and season tickets, and the earnings therefrom, compare as follows :

	First class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.
		£		£		£
Previous year	900	450	179,786	25,531	180,686	25,981
1898	950	475	188,917	26,084	189,867	26,559
Increase	50	25	9,131	553	9,181	578

The increase in the passenger traffic was due to a larger number of pilgrims visiting the shrine at Deoghur owing to a plentiful harvest.

The average sum received for carrying a passenger one mile was 5·60 pies against 5·76 pies in the previous year.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year :

	Previous year.		1898.		Increase.	
	Tons.	£	Tons.	£	Tons.	£
Merchandise, general	12,362	4,243	12,590	5,450	228	1,207
Coal and coke for revenue only	286	(a)	303	(a)	17	...
TOTAL	12,648	4,243	12,893	5,450	245	1,207

The increase in the goods traffic was entirely due to the increased traffic in "Merchandise, general."

The average sum received for carrying a ton of goods one mile amounted to 16·94 pies against 13·44 pies in the previous year.

(a) Carried free.

Working expenses.

The following table compares the working expenses of the railway during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,186	13·81	4,770	14·86	+584	+1·05
Locomotive expenses	6,209	20·48	9,557	29·77	+3,348	+9·29
Carriage and wagon expenses	696	2·29	2,626	8·18	+1,930	+5·89
Traffic expenses	5,231	17·25	5,649	17·60	+418	+0·35
General charges	2,467	8·14	2,518	7·84	+51	—0·30
Special and miscellaneous expenditure	379	1·25	379	1·18	...	—0·07
Total	19,168	63·22	25,499	79·43	+6,331	+16·21

The increase under "Maintenance of way, works and stations" was chiefly due to more sleepers having been laid on the line during the year.

The increase under "Locomotive expenses" was due to thorough repairs to a locomotive.

The increase under "Carriage and wagon expenses" was mainly due to heavy repairs and renewals of vehicles.

Rohilkund and Kumaon Railway system (metre gauge).

23. The open mileages of the two sections are as follows:

	Miles.
Lucknow-Bareilly railway, Government section	231·17
Company's section	53·92
Total	285·09

General results.

The mean mileage worked during the year 1898 was 277·88* miles against 279·32* miles in the previous year. The decrease of 1·44 miles was due to the closing of the Dudwa fair weather branch for a longer period.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	279·32	471,299	12,51,092	7,40,443	5,10,649	59·18	86	4·47
1898	277·88	506,821	14,96,396	7,71,774	7,24,622	51·58	104	6·23
Increase or decrease	—1·44	+35,522	+2,45,304	+31,331	+2,13,973	—7·60	+18	+1·76
Percentage of increase or decrease	—0·52	+7·54	+19·61	+4·23	+41·90	...	+20·93	...

Surplus profits.

The divisible surplus profits of the Lucknow-Bareilly railway for the first-half of 1898, at the date of submission of the accounts, amounted to ₹1,48,194 against ₹29,120

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.

† Including contribution to the Provident Fund.

in the previous corresponding half-year, an increase of ₹1,19,074. There were no surplus profits in the second-half of 1898, the net earnings, which amounted to ₹1,70,209 after deduction of contribution to the Provident Fund, having fallen short of the interest charges by ₹10,456.

The net earnings of the Lucknow-Bareilly railway, after deducting the Company's share of surplus profits and interest charges, showed a gain of ₹67,290 against a loss of ₹38,680 in the previous year.

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	5,42,444	6,02,506	+60,062
Goods	5,65,948	7,27,601	+1,61,653
Electric telegraph	7,396	7,010	—386
Sundries	1,35,304	1,59,279	+23,975
TOTAL	12,51,092	14,96,396	+2,45,304

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	4,543	33,406	15,759	57,200	9,638	7,753	950,171	3,62,886	980,111	4,61,245
1898	4,708	35,303	17,387	60,452	10,714	8,951	1,088,214	4,18,769	1,121,023	5,23,475
Increase	165	1,097	1,628	3,252	1,076	1,198	138,043	55,833	140,912	62,230

The increase in the passenger traffic was due to the development of the traffic at almost all the principal stations on the Lucknow-Bareilly section, owing to the improved condition of the people and to the through running of carriages between Lucknow and Kathgodam.

The average sum received for carrying a passenger one mile amounted to 2·62 pies against 2·66 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·52 against ₹2·88.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	192,263	5,31,684	268,838	6,95,636	+76,575	+1,63,952
Military stores	665	4,510	561	3,671	—104	—839
Railway materials for construction (Home line only)	8,430	4,316	20,434	10,394	+12,004	+6,078
Coal and coke for the public and foreign railways	187	277	122	171	—65	—106
Coal and coke for revenue only	119	250	156	107	+37	—143
Revenue stores other than coal and coke	34,627	19,617	24,713	12,139	—9,914	—7,478
Live stock	88	1,197	7	74	—81	—1,123
Rents, miscellaneous, &c.	...	4,097	...	5,409	...	+1,312
TOTAL	236,379	5,65,948	314,831	7,27,601	+78,452	+1,61,653

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Tons.	₹
Grain and pulse	34,341	65,723
Oil seeds	8,636	17,838
Sugar	9,976	32,283

Grain and pulse.—The increase was due to an abundant harvest and consequent heavy exports of wheat, rice, jawar, bajra and other food-grains from Pilibhit, Lakhimpur, Sitapur, Kamalpur and Sidhauli stations to foreign railways *vid* Lucknow and Bareilly.

Oil seeds.—The increase was mainly due to larger exports of linseed and rape and mustard seeds from Pilibhit, Lakhimpur, Sitapur and Haldwani stations to foreign railways *vid* Lucknow.

Sugar.—The increase was due to larger exports from Gola, Pilibhit, Lakhimpur and Sitapur stations, owing to a favourable crop.

The average sum received for carrying a ton of goods one mile amounted to 6·95 pies against 7·07 pies in the previous year.

The goods earnings per goods train-mile were R2·17 against R2·00.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	1,74,672	13·96	1,87,151	12·51	12,479	—1·45
Locomotive expenses	1,49,689	11·96	1,50,825	10·08	1,136	—1·88
Carriage and wagon expenses	43,866	3·51	49,874	3·33	6,008	—0·18
Traffic expenses	1,22,008	9·75	1,25,658	8·40	3,650	—1·35
General charges	1,43,619	11·48	1,45,767	9·74	2,148	—1·74
Special and miscellaneous expenditure	1,06,589	8·52	1,12,499	7·52	5,910	—1·00
Total	7,40,443	59·18	7,71,774	51·58	31,331	—7·60

The increase under "Maintenance of way, works, and stations" was mainly due to the larger expenditure under "Maintenance and renewel of permanent way," "Repairs of bridges" and "Repairs of stations and buildings."

The increase under "Carriage and wagon expenses" was due to larger renewals and repairs of stock.

The increase under "Special and miscellaneous expenditure" was mainly due to increased expenditure consequent upon an improvement in the Cart Road service.

Rates and fares.

The principal alterations in the goods rates will be found noted in Chapter X, page 174, Part I of the Administration Report.

Bengal Dooars Railway (metre gauge).

24. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	36·40	61,415	2,86,407	1,41,118	1,45,289	49·27	145	5·63
1898 . .	36·40	46,654	2,69,090	1,54,469	1,14,621	57·40	135	4·29
Increase or decrease . .	...	—14,761	—17,317	+13,351	—30,668	+8·13	—10	—1·34
Percentage of increase or decrease	...	—24·04	—6·05	+9·46	—21·11	...	—6·89	...

The following table compares the gross earnings under main heads with those of the previous year;

Gross earnings.

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	46,112	49,703	+3,591
Goods	2,26,652	1,96,052	—30,600
Electric telegraph	314	182	—132
Steam-boat (ferry)	12,745	13,556	+811
Sundries	584	9,597	+9,013
TOTAL .	2,86,407	2,69,090	—17,317

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	575	1,727	1,479	2,455	1,240	754	129,782	33,634	133,076	38,570
1898 . . .	578	1,879	1,508	2,585	1,228	745	145,646	36,303	148,960	41,712
Increase or decrease . .	+3	+152	+29	+130	—12	—9	+15,864	+2,869	+15,884	+3,142

The increase was due to less traffic in the previous year on account of the famine and earthquake.

The average sum received for carrying a passenger one mile amounted to pies 3·32 against pies 3·34 in the previous year.

The coaching earnings per passenger train-mile were R2·39 against R2·13.

Goods.—The following is a summary of the tonnage of goods lifted, and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	28,781	2,02,849	24,542	1,84,100	—4,239	—18,749
Railway materials for construction (Home line only)	5,440	21,550	72,245	7,322	+66,805	—14,228
Coal and coke for the public and foreign railways	493	1,694	720	2,782	+227	+1,088
Revenue stores other than coal and coke	...	...	5,117	574	+5,117	+574
Rents, miscellaneous, etc.	...	559	...	1,274	...	+715
TOTAL	34,714	2,26,652	102,624	1,96,052	+67,910	—30,600

Of the decrease under "Merchandise, general," 4,395 tons and ₹20,594 were under "Grain and pulse," due mainly to smaller imports of rice on account of better crops in the Dooars district.

The decrease in earnings with an increase in weight under "Railway materials for construction" was due to certain adjustments made in accordance with instructions received from the Board.

The average sum received for carrying a ton of goods one mile amounted to pies 30·85 against pies 58·38 in the previous year.

The goods earnings per goods train-mile were ₹7·59 against ₹5·70.

Sundries.—The increase in earnings under "Sundries" was due to the inclusion of ₹5,078 for interest charged to Capital Accounts of new extensions for advances from net earnings and to the inclusion of a subsidy of ₹4,000 received from the District Board of Jalpaiguri.

Working expenses.

The following table shows the working expenses of the railway during 1898 as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of working expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	26,757	9·34	36,436	13·54	+9,679	+4·20
Locomotive expenses	25,556	8·92	25,548	9·49	—8	+0·57
Carriage and wagon expenses	3,524	1·23	5,165	1·92	+1,641	+0·69
Traffic expenses	30,007	10·48	29,663	11·02	—344	+0·54
General charges	31,320	10·94	28,994	10·78	—2,326	—0·16
Steam-boat service (ferry)	21,746	7·59	20,031	7·44	—1,715	—0·15
Special and miscellaneous expenditure	2,208	0·77	8,632	3·21	+6,424	+2·44
TOTAL	1,41,118	49·27	1,54,469	57·40	+13,351	+8·13

The increase under "Maintenance of way, works and stations" was principally due to the improvements made to the embankments, and to the new permanent stations and buildings at Barnes Ghat.

The increase under "Special and miscellaneous expenditure" was chiefly due to the charge for interest on amount advanced from capital on extensions.

The principal alterations in goods rates will be found noted in Chapter X, page 174, Part I of the Administration Report.

Rates and fares.

Dibru-Sadiya Railway system (metre gauge).

25. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	87·50	216,682	8,20,060	5,65,285	2,54,775	68·93	180	3·37
1898	87·50	218,649	8,36,727	5,50,497	2,86,230	65·79	184	3·31
Increase or decrease	...	+7,967	+16,667	−14,788	+31,155	−3·14	+4	+0·06
Percentage of increase or decrease	...	3·78	2·03	2·62	12·25	...	2·22	...

Under the terms of the contract for the construction and maintenance of the Dibru-Sadiya railway, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of ₹1,00,000. The net earnings of the year ended the 30th June 1898, ₹2,56,089, having fallen short of the interest charges (₹4,04,451) by ₹1,48,362, the maximum subsidy of ₹1,00,000 was paid to the Company.

The following table compares the gross earnings under main heads with those of the previous year:

Gross earnings.

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	1,35,427	1,32,366	−3,061
Goods	6,40,587	6,66,508	+25,921
Electric telegraph	11,121	11,291	+170
Sundries	32,925	26,562	−6,363
TOTAL	8,20,060	8,36,727	+16,667

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	8,812	9,191	2,320	3,222	231,837	1,02,256	237,969	1,14,669
1898	4,091	9,210	2,922	3,688	228,959	98,028	235,972	1,10,926
Increase or decrease	+279	+19	+602	+466	−2,878	−4,228	−1,997	−3,743

The average sum received for carrying a passenger one mile amounted to 4·42 pies against 4·37 pies in the previous year.

The coaching earnings per passenger train-mile were R3·05 against R3·57.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	53,604	2,92,906	58,036	2,92,003	+4,432	−903
Coal and coke for the public	361,474	3,45,190	383,987	3,72,262	+22,513	+27,072
Revenue stores other than coal and coke	6,653	1,851	4,016	1,375	−2,637	−476
Live-stock	48	403	61	584	+13	+181
Rents, miscellaneous, etc.	...	237	...	284	...	+47
TOTAL	421,779	6,40,587	446,100	6,66,508	+24,321	+25,921

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Grain and pulse	963	3,881
Oils	1,475	4,673
Tea	1,162	4,428
	Decrease.	
Metals	604	9,850
All other articles of merchandise	346	5,742

Grain and pulse.—The increase was due to increased imports of rice.

Oils.—The increase was due to an increased sale of Margherita Refinery oil.

Tea.—The increase was due to an increased outturn of tea by the gardens in the district.

Metals.—The decrease was due to the carriage of heavy machinery and bridge materials in the previous year.

All other articles of merchandise.—The decrease was due to fluctuations of general traffic.

The increase under "Coal and coke for the public" was due to the increase in the number of outputs of coal.

The average sum received for carrying a ton of goods one mile* amounted to 8·95 pies against 8·98 pies in the previous year.

The goods earnings per goods train-mile were R3·80 against R3·71.

Working expenses.

The following table compares the working expenses during the year with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
Maintenance of way, works and stations	₹ 2,90,965	35·48	₹ 2,73,337	32·67	₹ −17,628	−2·81
Locomotive expenses	89,264	10·89	94,168	11·25	+4,904	+0·36
Carriage and wagon expenses	48,741	5·94	46,649	5·57	−2,092	−0·37
Traffic expenses	52,405	6·39	51,730	6·18	−675	−0·21
General charges	80,188	9·78	80,292*	9·60	+104	−0·18
Special and miscellaneous expenditure	3,722	0·45	4,321	0·52	+599	+0·07
TOTAL	5,65,285	68·93	5,50,497	65·79	−14,788	−3·14

*On the Dibru-Sadiya railway only.

The decrease under "Maintenance of way, works and stations" was due to the replacement of wooden by cast iron sleepers in the previous year.

The principal alteration in goods rates will be found noted in Chapter X, Rates and fares. 174, Part I of the Administration Report.

Jodhpur-Bikaner Railway (metre gauge).

JODHPUR SECTION.

26. The following table shows the general results of the year's working as compared with those of the previous year: General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	320·50	331,774	11,22,658	3,77,859	7,44,799	33·66	67	11·52
1898 . .	320·50	352,382	12,22,726	4,91,770	7,30,956	40·22	73	10·34
Increase or decrease .	...	+20,608	+1,00,068	+1,13,911	—13,843	+6·56	+6	—1·18
Percentage of increase or decrease	...	+6·21	+8·91	+30·15	—1·86	...	+8·96	...

The following table compares the gross earnings under main heads with those of the previous year: Gross earnings.

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	4,81,902	4,76,982	—4,920
Goods	6,19,542	7,21,793	+1,02,251
Electric telegraph	18,442	19,732	+1,290
Sundries	2,772	4,219	+1,447
TOTAL .	11,22,658	12,22,726	+1,00,068

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	1,078	7,736	6,247	14,589	674,807	4,01,286	682,132	4,23,611
1898 . .	1,306	10,464	5,932	13,726	666,083	3,95,054	673,321	4,19,244
Increase or decrease .	+228	+2,728	—315	—863	—8,724	—6,232	—8,811	—4,367

The average sum received for carrying a passenger one mile amounted to 2·12 pies against 2·08 pies in the previous year.

The coaching earnings per passenger train-mile were R3·08 against R3·21.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	103,942	6,04,713	118,941	6,84,800	+14,999	+80,087
Military stores	15	233	16	260	+1	+27
Railway materials for construction (Home line only)	686	1,697	25,136	23,640	+24,450	+21,943
Coal and coke for the public and foreign railways	284	1,835	206	739	—78	—1,096
Coal and coke for revenue only	3,487	7,342	4,367	8,678	+880	+1,336
Revenue stores other than coal and coke	824	1,119	560	718	—264	—401
Live-stock	30	532	30	544	...	+12
Rents, miscellaneous, etc.	...	2,071	...	2,414	...	+343
Total	109,268	6,19,542	149,256	7,21,793	+39,988	+1,02,251

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	₹
Grain and pulse	13,702	52,080
Sugar	2,712	29,401
	Decrease.	
Railway plant and rolling-stock	3,754	18,700

Grain and pulse.—The increase was due to the import of grain on account of the famine.

Sugar.—The increase was due to the import of sugar for marriage ceremonies.

Railway plant and rolling-stock.—The decrease was due to the completion of the Bikaner-Dulmera section which was under separate management in the previous year.

The increase under "Railway materials for construction (Home line only)" was due to the Shadipalli-Bálotra railway being under construction.

The average sum received for carrying a ton of goods one mile amounted to 9·47 pies against 10·12 pies in the previous year.

The goods earnings per goods train-mile were ₹3·65 against ₹3·41.

Working expenses.

The following table compares the working expenses during 1898 with those of the previous year:

	Previous year.		1898		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	80,689	7·29	1,76,945	14·48	+96,256	+7·29
Locomotive expenses	1,57,302	14·01	1,67,614	13·71	+10,312	—0·30
Carriage and wagon expenses	22,622	2·02	21,447	1·75	—1,175	—0·27
Traffic expenses	64,875	5·78	61,169	5·00	—3,706	—0·78
General charges	35,926	3·20	38,531	3·15	+2,605	—0·05
Special and miscellaneous expenditure	16,445	1·46	26,064	2·13	+9,619	+0·67
Total	3,77,859	33·66	4,91,770	40·22	+1,13,911	+6·56

The increase under "Maintenance of way, works and stations" was chiefly due to a large debit on account of depreciation of permanent-way materials on the Bálotra-Luni section, which is about to be relaid by heavier rails.

The increase under "Locomotive expenses" was principally due to the increased train-mileage run.

The increase under "Special and miscellaneous expenditure" was due to mileage charges for foreign vehicles on account of the increased inward traffic.

Rates and fares.

The principal alterations in the goods rates will be found noted in Chapter X, page 174, Part I of the Administration Report.

BIKANER SECTION.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings, on total capital outlay, including steam-boat service and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	43·50	49,386	1,17,010	51,506	65,504	44·02	52	6·73
1898 . . .	68·01	57,659	1,37,473	59,856	77,617	43·54	39	4·09
Increase or decrease .	+24·51	+8,273	+20,463	+8,350	+12,113	−0·48	−13	−2·64
Percentage of increase or decrease . .	+56·34	+16·75	+17·49	+16·21	+18·49	...	−25·00	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	38,862	43,866	+5,004
Goods	66,902	82,364	+15,462
Electric telegraph	10,995	10,755	−240
Sundries	251	488	+237
TOTAL .	1,17,010	1,37,473	+20,463

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	257	937	958	1,269	86,304	31,705	87,519	33,911
1898 . .	347	1,427	1,023	1,328	94,001	35,862	95,371	38,617
Increase or decrease .	+90	+490	+65	+59	+7,697	+4,157	+7,852	+4,706

The average sum received for carrying a passenger one mile was 2·15 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were R1·76 against R2·36.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	£	Tons.	£	Tons.	£
Merchandise, general	32,744	64,378	33,836	79,676	+1,092	+15,298
Military stores	7	51	8	62	+1	+11
Railway materials for construction (Home line only)	...	...	927	128	+927	+128
Coal and coke for the public and-foreign railways	252	748	183	355	—69	—393
Coal and coke for revenue only	1,440	1,111	1,341	1,227	+101	+116
Revenue stores other than coal and coke	209	153	61	41	—148	—112
Rents, miscellaneous, etc.	...	461	...	875	...	+414
TOTAL	34,652	66,902	36,556	82,364	+1,904	+15,462

The noticeable fluctuations of traffic under "Merchandise, general" are noted below:

	Increase. Tons.	£
Grain and pulse	175	1,723
Stone and lime	5,269	12,250
Sugar	635	1,933
	Decrease.	
Railway plant and rolling-stock	4,051	5,159

Grain and pulse.—The increase was due to the import of grain on account of the famine.

Stone and lime.—The increase was due to the large imports from the quarries near Dulmera.

Sugar.—The increase was due to large imports of sugar for marriage ceremonies.

Railway plant and rolling-stock.—The decrease was due to the completion of the Bikaner-Dulmera section which was under separate management in the previous year.

The average sum received for carrying a ton of goods one mile amounted to 10·05 pies against 8·10 pies in the previous year.

The goods earnings per goods train-mile were R2·52 against R2·03.

Working expenses.

The following table shows the working expenses during 1898 as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percentage on gross earnings.	Amount.	Percentage on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	10,605	9·66	14,450	10·51	+3,845	+1·45
Locomotive expenses	22,691	19·39	25,423	18·49	+2,732	—0·90
Carriage and wagon expenses	3,183	2·72	3,137	2·28	—46	—0·44
Traffic expenses	8,718	7·45	9,696	7·05	+978	—0·40
General charges	4,877	4·17	5,105	3·72	+228	—0·45
Special and miscellaneous expenditure	1,432	1·23	2,045	1·49	+613	+0·26
TOTAL	51,506	44·02	59,856	43·54	+8,350	—0·48

The principal variations were due to the increased open mileage and consequent extra train-mileage run and increased traffic.

The principal alterations in the goods rates will be found noted in Chapter X, page 174, Part I of the Administration Report.

Rates and fares.

Udaipur-Chitor Railway (metre gauge).

27. The open mileage of the railway is 60·83 miles.

The mean mileage worked during the year was 60·83 miles against 60·39 miles in the previous year. The increase was due to the opening of a separate station at Chitor.

From the 1st January 1898, the line has been worked by the Durbar.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	60·39	45,707	1,23,175	80,294	42,881	65·18	39·23	2·68
1898 . .	60·83	46,252	1,43,822	82,458	61,365	57·33	45·47	3·80
Increase or decrease .	+0·44	+545	+20,647	+2,164	+18,484	−7·85	+6·24	+1·12
Percentage of increase or decrease .	+0·73	+1·19	+16·76	+2·69	+4,310	...	+15·93	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	88,094	91,320	+3,226
Goods	34,092	51,178	+17,086
Electric telegraph	927	597	−330
Sundries	62	727	+665
TOTAL .	1,23,175	1,43,822	+20,647

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year . .	339	1,572	1,471	3,095	...	...	179,762	76,958	181,572	81,625
1898 . . .	410	2,288	1,440	3,522	2,149	2,386	176,125	77,367	180,124	85,563
Increase or decrease	+71	+716	−31	+427	+2,149	+2,386	−3,637	+409	−1,448	+3,938

The average sum received for carrying a passenger one mile amounted to 2·20 pies against 2·35 pies in the previous year.

The coaching earnings per passenger train-mile were R2·67 against R2·79.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1898.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
Merchandise, general	12,161	31,616	11,042	50,409	—119	+18,793
Military stores	2	13	12	146	+10	+133
Railway materials for construction (Home line only)	1,219	726	179	145	—1,040	—581
Revenue stores other than coal and coke	1,345	871	77	36	—1,268	—835
Live-stock	...	...	3	12	+3	+12
Rents, miscellaneous, etc.	...	866	...	430	...	—436
TOTAL	14,727	34,092	11,313	51,178	—3,414	+17,086

The increase under "Merchandise, general," was largely due to the increased rates which were introduced from the 1st April 1898.

The average sum received for carrying a ton of goods one mile amounted to 19·19 pies against 10·75 pies in the previous year.

The goods earnings per goods train-mile were R4·22 against R2·39.

Working expenses.

The following table shows the working expenses of the railway during 1898, as compared with the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	35,512	28·83	28,702	19·96	—6,810	—8·87
Locomotive expenses	20,506	16·65	24,735	17·20	+4,229	+0·55
Carriage and wagon expenses	5,540	4·50	3,221	2·24	—2,319	—2·26
Traffic expenses	10,120	8·21	12,588	8·75	+2,468	+0·54
General charges	7,503	6·09	12,642	8·79	+5,139	+2·70
Special and miscellaneous expenditure	1,113	0·90	570	0·39	—543	—0·51
TOTAL	80,294	65·18	82,458	57·33	+2,164	—7·85

The decrease under "Maintenance of way, works and stations" was mainly under "Repairs of bridges, etc.," in the first-half of 1898.

As regards the other heads, the line during the previous year was worked by the Bombay, Baroda and Central India Railway company, whereas in 1898 the line was worked by the Durbar, and the figures for that period represent actuals.

Rates and fares.

The principal alterations in the coaching fares and goods rates will be found noted in Chapter X, pages 169 and 174, Part I of the Administration Report.

Bhávnagar-Gondal-Junágad-Porbandar Railway system (metre gauge).

28. The open mileages of the system are as under:

	Miles.
Bhávnagar-Gondal-Junágad-Porbandar railway	333·84
Jetalsar-Rájkot railway	46·23
Jámnagar railway	54·28
Dhrángadrá railway	20·83
	455·18

The mean mileage worked during the year was 446·56 miles against 419·54 miles in the previous year. The increase was due to the opening of the Dhrángadrá railway from the 1st June 1898.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay including steam-boat and suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	419·54	617,401	21,11,369	11,78,614	9,32,755	55·82	97	4·35
1898 . . .	446·56	590,489	20,03,938	11,75,702	8,28,236	58·67	86	3·71
Increase or decrease . .	+27·02	—26,912	—1,07,431	—2,912	—1,04,519	+2·85	—11	—0·64
Percentage of increase or decrease . .	+6·44	—4·36	—5·09	—0·25	—11·21	...	—11·34	...

Gross earnings.

The following table compares the gross earnings under main heads with those of the previous year:

	Previous year.	1898.	Increase or decrease.
	₹	₹	₹
Coaching	10,66,823	9,37,612	—1,29,209
Goods	9,70,682	10,01,074	+30,392
Electric telegraph	17,434	15,565	—1,869
Sundries	56,432	49,687	—6,745
TOTAL .	21,11,369	20,03,938	—1,07,431

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year*.	7,187	19,630	56,363	68,688	1,853,811	8,86,023	1,917,361	9,74,341
1898 . .	8,453	23,788	58,049	67,932	1,570,263	7,64,921	1,636,765	8,56,641
Increase or decrease . .	+1,266	+4,158	+1,686	—756	—283,548	—1,21,102	—280,596	—1,17,700

The decrease was due to the general unhealthiness in the Bombay Presidency on account of plague.

The average sum received for carrying a passenger one mile amounted to 2·93 pies against 2·90 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·87 against ₹3·19.

* Excluding the traffic on the Jámnagar railway from the 8th April to the 30th June 1897, for which no detailed statistics were maintained.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.*		1898.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
Merchandise, general	234,960	9,17,478	253,352	9,64,680	+18,392	+47,202
Military stores	3	37	9	67	+6	+30
Railway materials for construction (Home line only)	17,387	8,941	4,386	3,478	—13,001	—5,463
Coal and coke for the public and foreign railways	3,257	8,671	2,594	7,505	—663	—1,166
Coal and coke for construction (Home line only)	1,368	161	16	4	—1,352	—157
Coal and coke for revenue only	9,722	14,675	10,107	17,081	+385	+2,406
Revenue stores other than coal and coke	14,422	10,180	7,352	5,607	—7,070	—4,573
Live-stock	94	1,787	87	1,354	—7	—433
Rents, miscellaneous, etc.	...	1,080	...	1,709	...	+629
TOTAL	281,213	9,63,010	277,903	10,01,485	—3,310	+38,475
Less—Outstandings irrecoverable	...	...	...	—411	...	—411
NET TOTAL	281,213	9,63,010	277,903	10,01,074	—3,310	+38,064

The noticeable increases of traffic under "Merchandise, general" are noted below:

	Increase.	
	Tons.	₹
Cotton, raw	5,031	22,566
Oil-seeds	3,779	14,901

Cotton, raw.—The increase was due to better production of cotton and to a large export to Bombay *vid* the sea.

Oil-seeds.—The increase was due to increased bookings of cotton-seeds from the Porbandar section to the principal stations on the line, and to a large export of castor seeds from the Porbandar section to Bombay *vid* the sea.

The average sum received for carrying a ton of goods one mile amounted to 11·88 pies against 10·81 pies in the previous year.

The goods earnings per goods train-mile were ₹3·79 against ₹3·43.

Working expenses.

The following table compares the working expenses of the railway system during 1898 with those of the previous year:

	Previous year.		1898.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	2,85,749	13·53	2,93,357	14·64	+7,609	+1·11
Locomotive expenses	3,55,025	16·82	3,45,010	17·22	—10,015	+0·40
Carriage and wagon expenses	65,732	3·11	65,639	3·28	—93	+0·18
Traffic expenses	2,20,939	10·46	2,15,844	10·77	—5,095	+0·30
General charges	2,05,338	9·73	2,12,698	10·61	+7,359	+0·88
Special and Miscellaneous expenditure	45,831	2·17	43,154	2·15	—2,677	—0·02
TOTAL	11,78,614	55·82	11,75,702	58·67	—2,912	+2·85

* Excluding the traffic on the Jámnagar railway from the 8th April to the 30th June 1897, for which no detailed statistics were maintained.

The increase under "Maintenance of way, works, and stations" was chiefly due to the payment of a bonus of ₹10,000 to a District Engineer on the abolition of his appointment, and to the renewal of 6·75 miles of rails between Jetalsar and Vávdi on the Dhasa-Dhoráji section.

The decrease under "Locomotive expenses" was principally due to repairs of a less number of engines during 1898, and to the adjustment of cost of a boiler in 1897.

The decrease under "Traffic expenses" was chiefly due to an adjustment in 1897 of the cost of the traffic staff, etc., at Bhávnagar docks for the steamer service from October 1895 to December 1896.

The increase under "General charges" was principally due to the allowance of ₹200 per mensem to the President of the Board of Control with effect from the 18th February 1898, and to the payment of a bonus of ₹5,000 to the Personal Assistant to the Manager on the abolition of his appointment.

Rates and fares.

The principal alteration in goods rates will be found noted in Chapter X, pages 174 and 175, Part I of the Administration Report.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school-fees and annual expenditure for the calendar year 1898 :

STATEMENT No. 4.

Railway schools.

Classification number.	Railway.	Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Annual contributions. Government grant.	Annual contributions. Railway grant.	Annual contributions. School fees.	Annual contributions. Total.	Annual expenditure.
							₹	₹	₹	₹	₹
	Standard gauge. State lines worked by companies.										
I	East Indian { European	(a) 15	843	710	...	...	11,206	(b)31,702	73,884	1,16,792	1,08,511
	{ Native	66	2,621	1,956	1,777	834	3,846	6,247	10,711	20,804	28,874
III	Bengal-Nágpur { European	3	69	53	...	...	1,035	1,800	998	3,833	(c) 4,005
	{ Native	2	85	67	...	...	...	456*	130	586	423
IV	Indian Midland . .	2	78	56	...	...	...	1,700	692	2,392	2,255
	State lines worked by the State.										
XII	North Western { European	2	50	37	23	15	1,742	1,729	775	4,237	4,134
	{ Native	23	94	85	1,202	411	...	6,392	137	6,529	5,711
XIV	Oudh & Rohil- { European	2	30	24	...	...	294	1,168	603	2,125	1,462
	khand { Native	6	5	5	236	119	...	340	...	340	340
XV and LI	Eastern Bengal . .	3	107	32	19	18	...	732	...	732	732
	Lines worked by guaranteed companies.										
XIX	Great Indian Peninsula .	7	285	223	...	...	3,365	13,485	2,564	19,414	15,242
XX	Bombay, Baroda and Central India . .	3	104	92	...	...	1,966	5,078	1,666	8,710	7,962
XXI	Madras . . .	(d)9	403	342	...	...	2,929	9,757	3,779	16,465	17,144
	Metre gauge. State lines worked by companies.										
XL	Bengal and North-Western— Tirhoot section . / Company's section .	2	48	38	...	...	...	1,440	687	2,127	2,084
XLII	Rajputana-Malwa . .	13	343	309	89	69	3,280	9,374	12,034	24,688	33,492
XLIV	Southern Mahratta . .	5	140	103	...	...	448	3,185	1,030	(e)4,678	4,734
XLVI	Mysore section (Southern Mahratta) . .	2	56	39	2	2	...	1,024	203	1,227	1,299
XLVII	South Indian . . .	4	148	130	...	...	177	2,205	659	3,041	2,585
L	Burma	5	137	126	37	34	1,200	1,080	2,195	4,475	3,766
	Line owned and worked by native state.										
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar (f) { European	1	22	24	...	...	...	1,520	768	(g)2,288	2,444
	{ Native	1	35	23	...	...	...	164	42	(h) 206	211
	TOTAL .	175	5,703	4,474	3,385	1,501	31,488	1,00,569	1,19,617	2,51,689	2,42,410

(a) Including the joint railway schools at Aligarh, Moghal Sarai, and Ghaziabad.
(b) Including R300 and R473 received from the Oudh and Rohilkhand State railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, and R460 received from the North Western State railway for the joint school at Ghaziabad and R12,580 payable by the North Western State railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie.
(c) The excess expenditure was met from Station Committee's funds and the cash balance in hand.
(d) Including the railway school at Renigunta which was closed from June 1898.
(e) Including R15 realized by sale of books.
(f) Including the Jetalsar-Rájkot and Jámnagar railways.
(g) Excluding R155 outstanding at the close of the year.
(h) Excluding R6 outstanding at the close of the year.
* This includes a grant of R250 from the railway fine fund.

STATEMENT NO. 5.

Local and district schools.

Classification number.	Railway.	Number of schools.	Average daily attendance.		Annual railway grant.
			Children.	Apprentices and workmen.	
					£
	STANDARD GAUGE.				
	State line worked by company.				
III	Bengal-Nágpur	2	77	...	600
	State lines worked by the State.				
XII	North Western	(a) 14	256	...	13,272
XIV	Oudh and Rohilkhand	(b) 12	102	...	5,562
XV and LI	Eastern Bengal	12	531	...	3,472
	Lines worked by guaranteed companies.				
XIX	Great Indian Peninsula	6	(c)	(c)	2,808
XX	Bombay, Baroda and Central India	25	54	...	4,284
	METRE GAUGE.				
	State lines worked by companies.				
XL	Bengal and North-Western—				
	Tirhoot section	2	53	...	324
	Company's section				
XLII	Rajputana-Malwa	9	655	...	3,618
L	Burma	16	68	...	1,719
	Assisted company.				
LX	Dibru-Sadiya	1	(d)	(d)	120
	TOTAL	99	1,856	...	35,779

(a) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad which receive contributions from the North Western State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(b) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand State railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(c) Information not furnished; the number on the rolls was 313 children and 14 workmen.

(d) Information not furnished.

SECTION II.—FINE FUNDS.

2. The following table exhibits the transactions of the Fine Funds during 1898-99 on State railways worked by the State.

It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to ₹1,05,117, the disbursements to ₹46,338, and the balance at the close of the year to ₹58,779.

STATEMENT No. 6.

Classification number.	Railway.	Assets.					Disbursements.	Balance at the end of 1898-99.
		Balance on the 1st April 1898.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.		
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XII	North Western	10,229	16,922	165	274	27,590	27,023	567
XIV	Oudh and Rohilkhand	52,719	4,009	...	1,617	58,345	8,297	50,048
XV and LI	Eastern Bengal	434	7,864	...	19	8,317	7,786	531
XVII	East Coast	6,017	2,992	...	234	10,143	2,690	7,453
LXXXII	Jorhát	272	90	...	6	368	240	128
	Cherra-Companyganj	303	44	...	7	354	302	52
	TOTAL	70,874	31,921	165	2,157	1,05,117	46,338	58,779

The disbursements of the year are made up of—

	₹
Payments for the benefit of railway employés and their children	45,316
Refunds and miscellaneous adjustments	600
Advances	422
TOTAL	46,338

3. Details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	Railway.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XII	North Western	100	433	14,782	2,921	...	...	8,686*
XIV	Oudh and Rohilkhand	...	...	3,927	277	...	...	4,065†
XV and LI	Eastern Bengal	...	1,075	2,622	2,810	...	...	435
XVII	East Coast	...	411	...	2,230	...	...	...
LXXXII	Jorhát	240	...	...	...	...	...	...
	Cherra-Companyganj	...	...	...	...	...	...	302

* Of this sum, ₹5,163 were expended in the supply of uniforms and overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

† Of this sum, ₹2,531 were expended in the supply of overcoats to menials not entitled under the rules to clothing at the cost of Revenue.

CALCUTTA,

The 10th November 1899.

A. BRERETON,

Director of Railway Traffic and Statistics.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1898.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898.

GENERAL RESULTS.

Classification number.	Railway.	1898.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE.		£	Miles.	Miles.	£	£	£
I	East Indian	1st half	38,35,76,572	(b) 1,740½	6,781,448	3,14,24,464	92,02,473	2,22,21,991
		2nd half	38,64,44,957	(b) 1,743	6,523,995	2,83,71,597	93,74,124	1,89,97,473
		Total and average	38,64,44,957	(b) 1,741½	13,305,444	5,97,96,061	1,85,76,597	4,12,19,464
II	Bengal Central	1st half	1,16,72,956	125	184,193	5,28,083	3,55,276	1,72,807
		2nd half	1,20,61,688	125	193,158	4,96,574	3,01,374	1,95,200
		Total and average	1,20,61,688	125	377,351	10,24,657	6,56,650	3,68,007
III	Bengal-Nágpur	1st half	9,74,35,626	(b) 879	1,053,345	41,47,129	17,16,304	24,30,825
		2nd half	11,78,65,336	(b) 970½	897,552	27,32,064	17,99,035	9,33,029
		Total and average	11,78,65,336	(b)924¾	1,950,897	68,79,193	35,15,339	33,63,854
IV	Indian Midland	1st half	9,28,09,041	(b) 721½	817,986	31,36,466	15,27,323	16,09,143
		2nd half	9,30,71,920	(b) 743	686,995	24,89,357	15,86,588	9,02,769
		Total and average	9,30,71,920	(b)733⅝	1,504,981	56,25,823	31,13,911	25,11,912
V	Bhopal-Itársi (British section)	1st half	23,13,686	13¾	40,927	1,06,638	56,235	50,403
		2nd half	23,24,365	13¾	23,562	86,726	57,695	29,031
		Total and average	23,24,365	13¾	64,489	1,93,364	1,13,930	79,434
VI	Godhra-Rutlam-Nágdá	1st half	1,75,20,522	141	139,340	8,00,221	3,41,878	4,58,343
		2nd half	1,76,17,386	141	123,096	5,26,701	3,36,718	1,89,983
		Total and average	1,76,17,386	141	262,436	13,26,922	6,78,596	6,48,326
VII	Wardha Coal	1st half	49,96,325	45	50,996	(c) 55,139	(d) 675	54,464
		2nd half	49,96,325	45	40,106	(c) 24,038	(d) 675	23,363
		Total and average	49,96,325	45	91,102	(c) 79,177	(d)1,350	77,827
VIII	Dhond-Manmád	1st half	1,14,01,111	145⅝	247,210	(c)1,61,727	(d) 6,152	1,55,575
		2nd half	1,14,15,327	145½	233,335	(c)1,40,213	(d) 6,152	1,34,061
		Total and average	1,14,15,327	145⅛	480,545	(c)3,01,940	(d) 12,304	2,89,636
IX	Bezwada extension (East Coast State).	1st half	14,97,408	(e)21½	15,972	2,06,638	43,691	62,947
		2nd half	15,01,342	(e)21½	10,978	62,423	29,980	32,443
		Total and average	15,01,342	(e)21½	26,950	1,69,061	73,671	95,390
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	5,99,150	8½	13,644	26,207	13,221	12,986
		2nd half	5,99,150	8½	12,064	17,857	12,366	5,491
		Total and average	5,99,150	8½	25,708	44,064	25,587	18,477
XII	North Western State	1st half	46,79,36,755	(b)2,826½	5,308,313	2,15,07,309	97,46,158	1,17,61,151
		2nd half	47,01,07,755	(b)2,826½	4,436,057	1,00,94,603	92,81,393	68,13,210
		Total and average	47,01,07,755	(b)2,826½	9,744,370	3,76,01,912	1,90,27,551	1,85,74,361
XIII	Hyderabad-Shadipalli	1st half	18,37,796	59	30,255	1,21,825	79,155	42,670
		2nd half	18,37,796	59	27,576	1,00,822	73,333	27,489
		Total and average	18,37,796	59	57,831	2,22,647	1,52,488	70,159
XIV	Oudh and Rohilkhand State (f)	1st half	(f)11,38,72,137	941¾	1,449,631	53,06,174	22,01,494	31,04,680
		2nd half	(f)11,46,44,814	1,013	1,394,409	45,45,425	23,42,377	22,03,048
		Total and average	11,46,44,814	977⅛	2,844,040	98,51,599	45,43,871	53,07,728
XV	Eastern Bengal State	1st half	6,53,81,723	253⅞	936,586	38,31,470	17,63,178	20,68,292
		2nd half	6,57,45,148	258	1,023,404	48,49,813	18,70,952	29,78,861
		Total and average	6,57,45,148	255¾	1,959,990	86,81,283	36,34,130	50,47,153
	Total standard gauge carried over.	1st half	1,27,28,50,508	7,924½	17,069,846	7,12,59,490	2,70,53,213	4,42,06,277
		2nd half	1,30,02,33,309	8,113	15,626,288	6,05,38,213	2,70,72,762	3,34,65,451
		Total and average	1,30,02,33,309	8,019	32,696,134	13,17,97,703	5,41,25,975	7,76,71,728

(a) Capital expended on open mileage charged to fina heads.
(b) Including the mileage of foreign lines worked over.
(c) Represents the amount received as rent for the lease of this line.
(d) Expenditure incurred direct by the State.
(e) Including 0·89 mile of the East Coast State railway worked over.
(f) Including Cawnpore-Burhwal railway (metre gauge link).

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1898.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward STANDARD GAUGE.	1st half	1,27,28,50,568	7,924½	17,069,846	7,12,59,490	2,70,53,213	4,42,06,277
		2nd half	1,30,02,33,309	8,113	15,626,288	6,05,38,213	2,70,72,762	3,34,65,451
		Total and average	1,30,02,33,309	8,019	32,696,134	13,17,97,703	5,41,25,975	7,76,71,728
XVI	Calcutta Port Commissioners'	1st half	71,28,712	8½	(*b*)	2,33,584	1,61,301	72,283
		2nd half	71,28,712	8½	(*b*)	1,94,678	1,17,380	77,298
		Total and average	71,28,712	8½	(*b*)	4,28,262	2,78,681	1,49,581
XVII	East Coast State(*a*)	1st half	5,54,91,332	530	505,537	16,17,393	11,09,043	5,08,350
		2nd half	7,20,55,402	556	428,473	11,49,285	10,06,242	1,43,043
		Total and average	7,20,55,402	546	934,010	27,66,678	21,15,285	6,51,393
XIX	Great Indian Peninsula	1st half	27,58,26,248	1,288	4,840,200	1,99,26,508	(*c*)1,05,46,944	93,79,564
		2nd half	27,60,87,648	1,288	4,002,674	1,49,50,988	(*c*)1,00,30,810	49,20,178
		Total and average	27,60,87,648	1,288	8,842,874	3,48,77,496	(*c*)2,05,77,754	1,42,99,742
XX	Bombay, Baroda and Central India.	1st half	(*d*)10,43,86,638	461	1,332,831	92,84,347	39,03,510	53,80,837
		2nd half	(*d*)10,55,34,901	461	1,111,349	65,78,379	31,28,706	34,49,673
		Total and average	(*d*)10,55,34,901	461	2,444,180	1,58,62,726	70,32,216	88,30,510
XXI	Madras	1st half	11,93,08,236	839½	1,265,284	56,34,736	24,77,847	31,56,889
		2nd half	11,95,62,675	839½	1,270,984	50,85,747	27,40,731	23,45,016
		Total and average	11,95,62,675	839½	2,536,268	1,07,20,483	52,18,578	55,01,905
XXII	Delhi-Umballa-Kalka	1st half	(*e*) 1,53,68,532	162½	315,151	9,17,400	4,40,352	4,77,048
		2nd half	(*e*) 1,53,79,284	162½	278,209	6,90,112	3,31,254	3,58,858
		Total and average	(*e*) 1,53,79,284	162½	593,360	16,07,512	7,71,606	8,35,906
XXIII	Tarkessur	1st half	17,58,837	22½	31,700	1,84,883	89,442	95,441
		2nd half	17,77,085	22½	31,719	1,29,173	66,153	63,020
		Total and average	17,77,085	22½	63,419	3,14,056	1,55,595	1,58,461
XXIV	Southern Punjab (Delhi-Samasata).	1st half	2,08,15,608	399½	263,894	7,81,540	4,06,401	3,75,139
		2nd half	2,16,71,358	399½	306,463	6,15,234	3,19,922	2,95,312
		Total and average	2,16,71,358	399½	570,357	13,96,774	7,26,323	6,70,451
XXV	Tápti Valley (*f*)	1st half	...	...	...	...	...	...
		2nd half	16,61,000	6	912	2,836	1,381	1,455
		Total and average	16,61,000	3	912	2,836	1,381	1,455
XXVIII	Khámgaon	1st half	5,22,150	7½	5,872	(*g*)17,487	...	17,487
		2nd half	5,22,150	7½	6,704	(*g*)6839	...	6,839
		Total and average	5,22,150	7½	12,576	(*g*)24,326	...	24,326
XXIX	Amráoti	1st half	4,46,058	5½	11,286	(*g*)29,129	(*h*) 443	28,686
		2nd half	4,48,112	5½	11,040	(*g*)10,928	(*h*) 442	10,486
		Total and average	4,48,112	5½	22,326	(*g*)40,057	(*h*) 885	39,172
XXX	Bina-Goona	1st half	49,23,238	71½	27,468	58,231	32,989	25,242
		2nd half	49,26,209	71½	27,029	71,773	38,975	32,798
		Total and average	49,26,209	71½	54,497	1,30,004	71,964	58,040
XXXI	Bhopal-Ujjain	1st half	75,58,381	113½	57,486	2,23,991	1,13,705	1,10,286
		2nd half	75,85,789	113½	51,178	1,92,949	98,184	94,765
		Total and average	75,85,789	113½	108,664	4,16,940	2,11,889	2,05,051
XXXII	Bhopal-Itársi (Native state section)	1st half	50,00,000	44½	88,445	2,30,450	1,21,527	1,08,923
		2nd half	50,00,000	44½	78,688	1,86,560	1,24,107	62,453
		Total and average	50,00,000	44½	167,133	4,17,010	2,45,634	1,71,376
XXXIII	The Nizam's Guaranteed State	1st half	4,04,26,623	(*i*) 333½	450,742	20,34,728	8,29,258	12,05,470
		2nd half	4,05,17,380	(*i*) 333½	470,759	18,72,884	8,03,774	10,69,110
		Total and average	4,05,17,380	(*i*) 333½	921,501	39,07,612	16,33,032	22,74,580
	TOTAL STANDARD GAUGE carried over.	1st half	1,93,18,71,101	12,217½	26,265,742	11,24,33,897	4,72,85,975	6,51,47,922
		2nd half	1,98,00,91,014	12,431¾	23,702,469	9,22,76,578	4,58,80,823	4,63,95,755
		Total and average	1,98,00,91,014	12,324¾	49,968,211	20,47,10,475	9,31,66,798	11,15,43,677

* See foot-note (*a*) on page ii.

(*a*) Including the Ennér-Bezwada section (Bezwada-Madras) for the second-half of 1898 only.
(*b*) Information not furnished.
(*c*) Including rent of leased lines.
(*d*) Including the State outlay (Rs.8,08,405) on the Pátri branch.
(*e*) Including £5,76,918 on account of interest on capital during construction.
(*f*) Opened for traffic on the 1st December 1898.
(*g*) Represents the amount received as rent for the lease of this line.
(*h*) Expenditure incurred direct by the State.
(*i*) Including 3·10 miles worked over twice by each train.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1898.*	Capital expended.	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	STANDARD GAUGE—*concld.*		£	Miles.	Miles.	£	£	£
	Brought forward STANDARD GAUGE.	1st half	1,93,18,71,101	12,217½	26,365,742	11,24,33,897	4,72,85,975	6,51,47,922
		2nd half	1,98,00,91,014	12,431¾	23,702,469	9,22,76,578	4,58,80,823	4,63,95,755
		Total and average	1,98,00,91,014	12,324¾	49,968,211	20,47,10,475	9,31,66,798	11,15,43,677
XXXIV	Nágdá-Ujjain	1st half	22,29,442	34½	14,050	76,440	32,171	44,269
		2nd half	22,31,596	34½	14,015	53,187	25,947	27,240
		Total and average	22,31,596	34⅞	28,065	1,29,627	58,118	71,509
XXXV	The Gaekwar's Petlad	1st half	7,44,305	13½	5,061	24,193	9,079	15,114
		2nd half	(a) 7,37,433	13½	9,381	26,928	13,886	13,042
		Total and average	7,37,433	13½	14,442	51,121	22,965	28,156
XXXVI	Kolar Gold-fields	1st half	7,40,183	10	18,646	1,06,037	52,117	53,920
		2nd half	7,40,183	10	19,924	97,965	69,752	28,213
		Total and average	7,40,183	10	38,570	2,04,002	1,21,869	82,133
XXXVII	Rájpura-Bhátinda	1st half	66,98,352	108	105,230	3,94,141	2,16,777	1,77,364
		2nd half	67,04,520	108	95,627	3,08,446	1,69,073	1,38,823
		Total and average	67,04,520	108	200,857	7,02,637	3,86,450	3,16,187
XXXVIII	Jammu and Kashmir (Native state section).	1st half	9,62,626	16	11,712	22,872	12,694	10,178
		2nd half	9,62,846	16	11,968	25,292	14,037	11,255
		Total and average	9,62,846	16	23,680	48,164	26,731	21,433
	TOTAL STANDARD GAUGE	1st half	1,94,32,46,009	12,393⅜	26,420,441	11,30,57,580	4,76,08,813	6,54,48,767
		2nd half	1,99,14,67,592	12,613¾	23,853,384	9,27,88,446	4,61,74,118	4,66,14,328
		Total and average	1,99,14,67,592	12,506¼	50,273,825	20,58,46,026	9,37,82,931	11,20,63,095
XL	METRE GAUGE. Bengal and North-Western—							
	Tirhoot section	1st half	2,59,93,312	341¾	(b)	17,84,949	7,57,207	10,27,742
		2nd half	2,66,13,613	341¾	(b)	13,59,191	7,95,753	5,63,438
		Total and average	2,66,13,613	341¾	(b)	31,44,140	15,52,960	15,91,180
	Company's section	1st half	(c)3,36,20,479	510	1,150,366	18,13,190	5,75,396	12,37,794
		2nd half	(c)3,90,23,870	583	1,124,676	15,18,700	6,80,202	8,38,498
		Total and average	(c)3,90,23,870	546½	2,275,042	33,31,890	12,55,598	20,76,292
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	(d)90,88,102	223¾	230,776	6,16,433	2,84,783	3,31,650
		2nd half	(d)91,75,612	200¼	175,103	4,17,655	2,46,582	1,71,073
		Total and average	(d)91,75,612	212	405,879	10,34,088	5,31,365	5,02,723
XLII	Rajputana-Malwa	1st half	12,86,56,844	1,674	3,211,799	1,16,44,236	47,49,043	68,95,193
		2nd half	12,95,71,818	1,674	2,504,918	93,46,163	42,41,722	51,04,441
		Total and average	12,95,71,818	1,674	5,716,717	2,09,90,393	89,90,765	1,19,99,628
XLIII	Phulpur-Deesa	1st half	4,18,264	17¼	6,596	19,566	7,980	11,586
		2nd half	4,18,264	17¼	6,392	18,633	8,256	10,377
		Total and average	4,18,264	17¼	12,988	38,199	16,236	21,963
XLIV	Southern Mahratta	1st half	9,57,71,512	1,045	1,086,440	28,73,475	18,79,716	9,93,759
		2nd half	9,59,31,462	1,045	825,626	21,88,396	16,79,741	5,08,655
		Total and average	9,59,31,462	1,045	1,912,066	50,61,871	35,59,457	15,02,414
XLV	Guntakal-Mysore frontier	1st half	58,99,560	119⅜	96,081	2,42,884	1,55,989	86,895
		2nd half	(a)58,98,866	119⅜	72,640	1,82,818	1,37,242	45,576
		Total and average	58,98,866	119½	168,721	4,25,702	2,93,231	1,32,471
XLVI	Mysore section (Southern Mahratta).	1st half	1,48,81,466	296	275,951	8,20,669	5,37,687	2,82,982
		2nd half	1,50,70,980	296	208,810	5,72,182	4,41,743	1,30,439
		Total and average	1,50,70,980	296	484,761	13,92,851	9,79,430	4,13,421
	TOTAL METRE GAUGE carried over.	1st half	31,43,29,539	4,227¼	6,058,009	1,98,15,396	89,47,801	1,08,67,595
		2nd half	32,17,04,485	4,276¾	4,918,165	1,56,03,738	82,31,241	73,72,497
		Total and average	32,17,04,485	4,252	10,976,174	3,54,19,134	1,71,79,042	1,82,40,092

*See foot-note (a) on page ii.

(a) The decrease as compared with the previous half-year is due to certain credits.
(b) Included with the Bengal and North-Western railway (Company's section).
(c) Including £10,90,014 on account of interest on capital during construction.
(d) Including £11,029 on account of interest on capital during construction.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1898.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	Metre gauge—*contd.*							
	Brought forward metre gauge	1st half	31,43,29,539	4,227½	6,058,009	1,98,15,396	89,47,801	1,08,67,595
		2nd half	32,17,04,485	4,276½	4,918,165	1,56,03,738	82,31,241	73,72,497
		Total and average	32,17,04,485	4,252	10,976,174	3,54,19,134	1,71,79,042	1,82,40,092
XLVII	South Indian	1st half	7,43,21,374	1,041½	1,635,210	43,49,055	23,10,950	20,38,105
		2nd half	7,21,86,970	1,033½	1,709,237	41,18,526	23,04,282	18,14,244
		Total and average	7,21,86,970	1,037½	3,344,447	84,67,581	46,15,232	38,52,349
XLVIII	Máyavaram-Mutupet	1st half	24,94,871	54	61,802	1,23,235	90,498	32,737
		2nd half	24,94,905	54	56,145	1,22,964	78,074	44,890
		Total and average	24,94,905	54	117,947	2,46,199	1,68,572	77,627
XLIX	Assam-Bengal	1st half	3,53,05,231	286½	201,710	6,73,045	4,48,387	2,24,658
		2nd half	4,18,73,324	295½	261,689	6,35,079	8,05,186	— 170,107
		Total and average	4,18,73,324	291½	4,63,399	13,08,124	12,53,573	54,551
L	Burma	1st half	7,90,13,186	936½	1,525,333	51,42,423	26,51,298	24,91,125
		2nd half	7,70,27,788	936½	1,429,573	38,49,028	25,51,630	12,97,398
		Total and average	7,70,27,788	936½	2,954,906	89,91,451	52,02,928	37,88,523
LI	Eastern Bengal State—							
	Northern and Behar sections (including the Kaunia-Dhardla 2' 6" gauge branch).	1st half	4,09,92,705	478½	786,855	26,73,035	12,27,625	14,45,410
		2nd half	4,16,00,696	478½	744,785	27,86,068	12,22,630	15,63,438
		Total and average	4,16,00,696	478½	1,531,640	54,59,103	24,50,255	30,08,848
	Dacca section	1st half	67,58,570	86	110,384	2,79,932	1,48,851	1,31,081
		2nd half	67,68,524	86	112,568	2,97,561	1,49,578	1,47,983
		Total and average	67,68,524	86	222,952	5,77,493	2,98,429	2,79,064
LIV	Deoghur	1st half / 2nd half	2,86,180	4½	15,360	32,100	25,499	6,601
		Total and average	2,86,180	4½	15,360	32,100	25,499	6,601
LVI	Mymensingh-Jamalpur Jaganathganj (*a*).	1st half	...	...	...	...	...	...
		2nd half	9,48,266	14	5,148	7,660	3,447	4,213
		Total and average	9,48,266	7	5,148	7,660	3,447	4,213
LVII	Rohilkund and Kumaon (Company's section).	1st half	21,29,112	(*b*) 66	58,844	2,34,245	1,07,117	1,27,128
		2nd half	21,33,173	(*b*) 66	42,098	2,28,063	1,33,292	94,771
		Total and average	21,33,173	(*b*) 66	100,942	4,62,308	2,40,409	2,21,899
LIX	Bengal Dooars	1st half	(*c*) 25,87,940	36½	28,506	1,00,148	63,344	36,804
		2nd half	(*c*) 25,89,029	36½	18,148	1,68,941	91,125	77,816
		Total and average	(*c*)25,89,029	36½	46,654	2,69,089	1,54,469	1,14,620
LX	Dibru-Sadiya	1st half	72,75,692	77½	103,710	4,02,402	2,81,482	1,20,920
		2nd half	72,89,803	77½	98,611	3,79,013	2,17,455	1,61,558
		Total and average	72,89,803	77½	202,321	7,81,415	4,98,937	2,82,478
LXI	Ledo and Tikak-Margherita Colliery.	1st half	11,73,766	7½	8,336	30,032	24,139	5,893
		2nd half	12,00,698	7½	7,992	25,281	27,422	—2,141
		Total and average	12,00,698	7½	16,328	55,313	51,561	3,752
LXII	Ahmedabad-Parántij	1st half	19,19,115	54½	25,505	84,146	34,319	49,827
		2nd half	19,19,928	54½	30,672	65,644	29,635	36,009
		Total and average	19,19,928	54½	56,177	1,49,790	63,954	85,836
LXIV	The Gaekwar's Mehsána	1st half	32,81,353	92½	56,129	1,93,866	79,067	1,14,799
		2nd half	32,82,212	92½	49,657	1,52,625	68,372	84,253
		Total and average	32,82,212	92½	105,786	3,46,491	1,47,439	1,99,052
	Total metre gauge carried over	1st half	57,15,82,454	7,394½	10,660,333	3,41,00,960	1,64,14,878	1,76,86,082
		2nd half	58,33,05,981	7,509½	9,484,488	2,84,40,191	1,59,13,369	1,25,26,822
		Total and average (*d*)	58,33,05,981	7,456½	20,160,181	6,25,73,251	3,23,53,746	3,02,19,505

* See foot-note (*c*) on page ii.

(*a*) Opened for traffic on the 1st November 1898.
(*b*) Including 12 miles of the Rohilkund and Kumaon Railway (Lucknow-Bareilly section) worked over by the company.
(*c*) Including R37,876 on account of interest on capital during construction.
(*d*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898—continued.

GENERAL RESULTS—*continued.*

Classification number.	Railway.	1898.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	Metre gauge—*concld.*	1st half	57,15,82,454	7,394½	10,660,333	3,41,00,960	1,64,14,878	1,76,86,082
	Brought forward metre gauge	2nd half	58,33,05,981	7,509½	9,484,488	2,84,40,191	1,59,13,369	1,25,26,822
		Total and average (*a*)	58,33,05,981	7,456½	20,160,181	6,25,73,251	3,23,53,746	3,02,19,505
LXV	Kolhápur	1st half	23,24,807	29	10,998	41,293	26,449	14,844
		2nd half	23,24,807	29	11,836	36,978	27,021	9,357
		Total and average	23,24,807	29	22,834	78,271	54,070	24,201
LXVI	Yesvantpur-Mysore frontier	1st half	24,06,705	51¼	50,110	1,02,386	65,637	36,749
		2nd half	(*b*) 24,03,228	51¼	45,766	77,695	58,014	19,681
		Total and average	24,03,228	51¼	95,876	1,80,081	1,23,651	56,430
LXVII	Mysore-Nanjangúd	1st half	6,18,946	15¼	11,030	19,710	12,571	7,139
		2nd half	6,19,280	15¼	12,993	11,783	8,798	2,985
		Total and average	6,19,280	15¼	24,023	31,493	21,369	10,124
LXXI	Jodhpur-Bikaner—Jodhpur section	1st half	64,63,266	320⅓	164,119	5,75,779	1,79,917	3,95,862
		2nd half	70,70,341	320⅓	188,263	6,46,947	3,11,853	3,35,094
		Total and average	70,70,341	320⅓	352,382	12,22,726	4,91,770	7,30,956
	Bikaner section	1st half	18,97,341	50¼	22,599	60,446	24,259	36,187
		2nd half	18,98,798	85⅛	35,060	77,026	35,597	41,429
		Total and average	18,98,798	67¾	57,659	1,37,472	59,856	77,616
LXXII	Udaipur-Chitor	1st half	16,10,471	60½	23,188	66,319	38,497	27,822
		2nd half	16,12,064	60½	23,064	77,503	43,961	33,542
		Total and average	16,12,064	60½	46,252	1,43,822	82,458	61,364
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	1,74,12,538	333¾	298,779	10,92,992	5,14,211	5,78,781
		2nd half	1,75,34,827	333¾	205,217	6,05,665	4,74,665	1,31,000
		Total and average	1,75,34,827	333¾	503,996	16,98,657	9,88,876	7,09,781
LXXIV	Jetalsar-Rájkot	1st half	15,54,794	46¼	20,686	96,366	54,080	42,286
		2nd half	15,75,212	46¼	20,267	82,575	48,804	33,771
		Total and average	15,75,212	46¼	40,953	1,78,941	1,02,884	76,057
LXXV	Jámnagar	1st half	21,72,271	54¼	18,376	53,594	35,433	18,161
		2nd half	22,83,765	54¼	18,641	49,351	35,730	13,621
		Total and average	22,83,765	54¼	37,017	1,02,945	71,163	31,782
LXXVI	Dhrángadra(*c*)	1st half	...	...	...	...	...	...
		2nd half	5,43,230	20¾	8,523	23,395	12,778	10,617
		Total and average	5,43,230	10¼	8,523	23,395	12,778	10,617
	Total metre gauge	1st half	60,80,43,593	8,355¾	11,280,218	3,62,09,845	1,73,65,932	1,88,43,913
		2nd half	62,11,71,533	8,527	10,054,118	3,01,29,109	1,09,71,190	1,31,57,919
		Total and average (*a*)	62,11,71,533	8,445¼	21,349,696	6,63,74,054	3,43,62,621	3,20,08,433

* See foot-note (*a*) on page ii.

(*a*) Including the Deoghur railway for which yearly figures are given.
(*b*) The decrease as compared with the first-half year is due to certain credits.
(*c*) Opened for traffic on the 7th June 1898. The earnings and expenditure for the first-half of 1898 have been included in the figures for the second-half of 1898.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1898—concluded.

GENERAL RESULTS—*concluded.*

Classification number.	Railway	1898.	Capital expended.	Mean mileage open	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	SPECIAL GAUGES.							
	Cherra-Punjunganj (2′ 6″)	1st half	(a) 3,38,968	2½	1,178	1,292	74,803	—73,511
		2nd half	(a) 3,39,652	(b) ¼	(b) 305	(b) 712	49,701	—48,989
		Total and average	3,39,652	1½	1,483	2,004	1,24,504	—1,22,500
LXXXII	Jorhát (2′ 0″)	1st half	8,71,337	26½	14,940	45,328	39,005	6,323
		2nd half	8,71,386	26½	13,286	50,630	36,818	13,812
		Total and average	8,71,386	26½	28,226	95,958	75,823	20,135
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	32,03,023	51	83,430	3,52,763	2,08,384	1,44,379
		2nd half	32,16,284	51	75,148	4,01,817	1,98,228	2,03,589
		Total and average	32,16,284	51	158,578	7,54,580	4,06,612	3,47,968
LXXXIV	Bársi Light (2′ 6″)	1st half	(c) 13,19,211	21½	113,268	87,757	55,568	32,189
		2nd half	(d) 13,42,591	21½	14,018	42,564	50,194	—7,630
		Total and average	13,42,591	21½	127,286	1,30,321	1,05,762	24,559
LXXXV	Howrah-Amta (2′ 0″) (*f*)	1st half	10,73,494	(*e*) 28½	18,375	76,947	44,293	32,664
		2nd half	11,24,713	28½	33,097	1,12,562	66,316	46,246
		Total and average	11,24,713	28½	51,472	1,89,519	1,10,609	78,910
LXXXVI	Howrah-Shenkhalla (2′ 0″) (*f*)	1st half	6,09,391	(*e*) 19½	15,479	38,578	27,515	11,063
		2nd half	6,09,398	19½	20,083	37,588	27,415	10,173
		Total and average	6,09,398	19½	35,562	76,166	54,930	21,236
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*g*)	1st half	9,38,073	31	37,172	39,877	20,057	13,220
		2nd half	9,38,579	31	36,384	34,197	26,415	7,782
		Total and average	9,38,579	31	73,556	74,074	53,072	21,002
LXXXVIII	Tezpur-Balipara (2′ 6″) (*h*)	1st half	...	20	15,380	37,173	29,992	7,181
		2nd half	4,56,927	20	15,320	48,573	35,597	12,976
		Total and average	4,56,927	20	30,700	85,746	65,589	20,157
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	20,82,660	78¾	54,019	1,17,979	1,60,946	—42,967
		2nd half	20,70,663	78¾	34,487	92,261	75,886	16,375
		Total and average	20,70,663	78¾	88,506	2,10,240	2,36,832	—26,592
XCII	Rajpipla (2′ 6″)	1st half	7,25,739	19	7,944	6,658	8,732	—2,074
		2nd half	8,36,437	19	7,159	3,966	11,064	—7,098
		Total and average	8,36,437	19	15,103	10,624	19,796	—9,172
XCIV	Cooch Behar (2′ 6″)	1st half	7,84,629	22	19,608	36,230	43,805	—7,575
		2nd half	7,79,542	22¼	18,766	29,893	15,631	14,262
		Total and average	7,79,542	22¼	38,374	66,123	59,436	6,687
XCV	Morvi (2′ 6″)	1st half	24,22,530	94¼	88,151	2,00,424	1,02,738	97,686
		2nd half	24,33,754	94¼	81,560	1,75,796	1,09,492	66,304
		Total and average	24,33,754	94¼	169,711	3,76,220	2,12,230	1,63,990
	TOTAL SPECIAL GAUGES	1st half	1,43,69,055	414¼	468,944	10,41,016	8,22,438	2,18,578
		2nd half	1,50,35,926	412¼	349,613	10,30,559	7,02,757	3,27,802
		Total and average	1,50,35,926	414	818,557	20,71,575	15,25,195	5,46,380
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,62,76,75,051	21,365½	72,442,078	27,42,88,655	12,96,70,747	14,46,17,908

* See foot-note (*a*) on page ii.

(*a*) Excluding the outlay (R4,30,163) on the hill incline section, which is now being dismantled.
(*b*) The line was closed to traffic till the 23rd December when it was re-opened for traffic.
(*c*) Including R62,663 on account of interest on capital during construction.
(*d*) Including R59,114 on account of interest on capital during construction.
N.B.—This table excludes the West of India Portuguese and the Pondicherry railways.

(*e*) Figures taken from Part I of the Administration Report.
(*f*) The Indian Railways Act has been applied from the 7th October 1898.
(*g*) Do. do. do. do. from the 19th May 1898.
(*h*) Do. do. do. do. from the 3rd May 1898. All the figures for the first-half of 1898 are taken from Part I of the Administration Report, except the capital outlay for which no information is available.
This remark applies to all the subsequent tables.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1898. [From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1898.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
	STANDARD GAUGE.		£	£	£	£	£	£	£
I	East Indian (*a*)	1st half	98,85,018	2,21,26,271	62,273	80,347	25,418	3,47,420	3,25,26,747
		2nd half	92,06,756	1,94,75,619	43,970	1,08,832	54,520	3,01,185	2,91,90,882
		Total	1,90,91,774	4,16,01,890	1,06,243	1,89,179	79,938	6,48,605	6,17,17,629
II	Bengal Central	1st half	3,45,780	1,07,944	1,035	...	68,833	4,491	5,28,083
		2nd half	3,34,926	1,45,926	1,004	...	8,162	6,556	4,96,574
		Total	6,80,706	2,53,870	2,039	...	76,995	11,047	10,24,657
III	Bengal-Nágpur	1st half	7,25,180	30,17,323	9,406	...	3,50,463	44,757	41,47,129
		2nd half	6,37,282	17,87,174	7,465	...	2,67,607	32,536	27,32,064
		Total	13,62,462	48,04,497	16,871	...	6,18,070	77,293	68,79,193
IV	Indian Midland (*b*)	1st half	12,59,355	24,18,922	9,248	...	16,311	51,940	37,55,776
		2nd half	11,78,046	17,75,257	12,699	...	8,663	52,700	30,27,365
		Total	24,37,401	41,94,179	21,947	...	24,974	1,04,640	67,83,141
VI	Godhra-Rutlam-Nágdá	1st half	76,023	7,26,443	1,156	...	—*3,401*	...	8,00,221
		2nd half	95,235	4,33,284	900	...	—*2,778*	...	5,26,701
		Total	1,71,258	11,59,727	2,116	...	—*6,179*	...	13,26,922
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						55,139
		2nd half							24,038
		Total							79,177
VIII	Dhond-Manmád	1st half							1,61,727
		2nd half							1,40,213
		Total							3,01,940
IX	Bezwada extension (East Coast State).	1st half	17,231	88,884	376	...	...	147	1,06,638
		2nd half	15,023	47,012	309	...	...	79	62,423
		Total	32,254	1,35,896	685	...	...	226	1,69,061
X	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	20,953	5,173	11	...	...	70	26,207
		2nd half	15,310	2,461	24	...	...	62	17,857
		Total	36,263	7,634	35	...	...	132	44,064
XII	North Western State	1st half	61,56,292	1,48,25,762	52,977	58,360	2,17,795	1,96,123	2,15,07,309
		2nd half	55,47,266	1,01,64,153	38,580	10,073	1,56,651	1,77,880	1,60,94,603
		Total	1,17,03,558	2,49,89,915	91,557	68,433	3,74,446	3,74,003	3,76,01,912
XIII	Hyderabad-Shadipalli	1st half	48,132	72,585	668	...	...	440	1,21,825
		2nd half	56,105	43,917	514	...	...	286	1,00,822
		Total	1,04,237	1,16,502	1,182	...	...	726	2,22,647
XIV	Oudh and Rohilkhand State. (*c*)	1st half	20,26,714	28,63,539	15,216	...	3,48,471	52,234	53,06,174
		2nd half	20,61,528	20,85,947	11,681	...	3,15,438	70,831	45,45,425
		Total	40,88,242	49,49,486	26,897	...	6,63,909	1,23,065	98,51,599
XV	Eastern Bengal State	1st half	15,12,455	21,09,643	10,605	13,401	(*d*)	1,85,366	38,31,470
		2nd half	13,15,614	33,15,756	8,130	12,671	(*d*)	1,97,642	48,49,813
		Total	28,28,069	54,25,399	18,735	26,072	(*d*)	3,83,008	86,81,283
	TOTAL STANDARD GAUGE carried over.	1st half	2,20,73,133	4,83,62,489	1,62,971	1,52,108	10,23,890	8,82,988	7,28,74,445
		2nd half	2,04,63,091	3,92,76,506	1,25,336	1,31,576	8,08,263	8,39,757	6,18,08,780
		Total	4,25,36,224	8,76,38,995	2,88,307	2,83,684	18,32,153	17,22,745	13,46,83,225

(*a*) Including the Delhi-Umballa-Kalka and Tarkessur railways. This remark applies to all the subsequent tables excepting the Interest table.
(*b*) Including the Bhopal-Itársi, Bina-Goona and Bhopal-Ujjain railways. This remark applies to all the subsequent tables excepting the Interest table.
(*c*) Including the Cawnpore-Burhwal railway (metre gauge link). This remark applies to all the subsequent tables.
(*d*) Shown under "Other items" as the information is not available separately.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
			R	R	R	R	R	R	R
	Standard gauge—*contd.*	1st half	2,20,73,133	4,83,62,489	1,62,971	1,52,108	10,23,890	8,82,988	7,28,74,445
	Brought forward standard gauge.	2nd half	2,04,63,091	3,92,76,506	1,25,336	1,31,576	8,08,263	8,39,757	6,18,08,780
		Total	4,25,36,224	8,76,38,995	2,88,307	2,83,684	18,32,153	17,22,745	13,46,83,225
XVI	Calcutta Port Commissioners'.	1st half	...	2,05,277	...	...	...	28,307	2,33,584
		2nd half	...	1,59,910	...	...	...	34,768	1,94,678
		Total	...	3,65,187	...	...	...	63,075	4,28,262
XVII	East Coast State (*a*)	1st half	7,58,248	7,57,243	5,567	42,013	19,006	35,322	16,17,393
		2nd half	6,47,118	4,19,169	4,928	26,579	23,262	28,229	11,49,285
		Total	14,05,366	11,76,412	10,495	68,592	42,262	63,551	27,66,678
XIX	Great Indian Peninsula	1st half	33,05,263	1,64,21,957	38,561	...	45,010	1,15,717	1,99,26,508
		2nd half	37,45,165	1,10,39,654	31,820	...	25,062	1,09,287	1,49,50,988
		Total	70,50,428	2,74,61,611	70,381	...	70,072	2,25,004	3,48,77,496
XX	Bombay, Baroda and Central India.	1st half	17,31,282	73,01,124	27,353	...	80,905	1,43,683	92,84,347
		2nd half	19,79,702	42,91,057	17,162	...	69,145	2,21,313	65,78,379
		Total	37,10,984	1,15,92,181	44,515	...	1,50,050	3,64,996	1,58,62,726
XXI	Madras	1st half	22,46,066	32,72,465	8,508	...	21,109	86,588	56,34,736
		2nd half	17,67,075	32,18,808	8,587	...	23,847	67,430	50,85,747
		Total	40,13,141	64,91,273	17,095	...	44,956	1,54,018	1,07,20,483
XXIV	Southern Punjab (Delhi Samásata)	1st half	2,11,842	5,66,589	...	...	...	3,109	7,81,540
		2nd half	2,26,806	3,84,237	...	...	...	4,191	6,15,234
		Total	4,38,648	9,50,826	...	...	...	7,300	13,96,774
XXV	Tapti Valley (*b*)	1st half	...	...	...	...	...	...	...
		2nd half	...	2,746	90	...	...	...	2,836
		Total	...	2,746	90	...	...	...	2,836
XXVIII	Khámgaon	1st half	Included with the Great Indian Peninsula railway						17,487
		2nd half							6,839
		Total							24,326
XXIX	Amráoti	1st half							29,129
		2nd half							10,928
		Total							40,057
XXXIII	The Nizam's Guaranteed State.	1st half	4,13,592	15,92,431	9,236	...	1,800	17,669	20,34,728
		2nd half	3,97,833	14,16,901	8,446	...	2,847	46,857	18,72,884
		Total	8,11,425	30,00,332	17,683	...	4,647	64,526	39,07,612
XXXIV	Nágdá-Ujjain	1st half	13,443	62,670	327	...	...	...	76,440
		2nd half	16,104	36,648	287	...	...	148	53,187
		Total	29,547	99,318	614	...	...	148	1,29,627
XXXV	The Gaekwar's Petlád	1st half	9,539	14,108	361	...	...	185	24,193
		2nd half	13,878	12,298	252	...	...	500	26,928
		Total	23,417	26,406	613	...	...	685	51,121
XXXVI	Kolar Gold-fields	1st half	28,107	77,584	104	...	...	242	1,06,037
		2nd half	21,846	75,770	116	...	...	233	97,965
		Total	49,953	1,53,354	220	...	...	475	2,04,002
XXXVII	Rájpura-Bhátinda	1st half	1,90,615	2,00,214	2,488	...	...	824	3,94,141
		2nd half	1,89,679	1,15,771	2,288	...	...	758	3,08,496
		Total	3,80,294	3,15,985	4,776	...	...	1,582	7,02,637
XXXVIII	Jammu and Kashmir (Native state section).	1st half	17,333	5,446	82	...	...	11	22,872
		2nd half	19,010	6,110	161	...	...	11	25,292
		Total	36,343	11,556	243	...	...	22	48,164
	Total standard gauge carried over.	1st half	3,09,98,463	7,88,39,597	2,55,558	1,94,121	11,91,714	13,14,615	11,30 57,580
		2nd half	2,94,87,307	6,04,55,585	1,99,473	1,58,155	9,52,426	13,53,482	9,27,88,446
		Total	6,04,85,770	13,92,95,182	4,55,031	3,52,276	21,44,140	26,68,127	20,58,46,026

(*a*) Including the Ennur-Bezwada section for the second half of 1898 only.
(*b*) Opened for traffic on the 1st December 1898.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1898.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1898.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
			£	£	£	£	£	£	£
	STANDARD GAUGE—*concld.*								
	Brought forward TOTAL STANDARD GAUGE.	1st half	3,09,98,163	7,88,39,597	2,55,558	1,94,121	11,91,714	13,14,645	11,30,57,580
		2nd half	2,94,87,307	6,04,55,585	1,99,473	1,58,155	9,52,426	13,53,482	9,27,88,446
		Total .	6,04,85,770	13,92,95,182	4,55,031	3,52,276	21,44,140	26,68,127	20,58,46,026
	METRE GAUGE.								
XL	Bengal and North-Western—								
	Tirhoot section	1st half	12,99,475	18,95,032	16,891	2,64,023	11,961	1,10,757	35,98,139
	Company's section	2nd half	11,58,421	13,54,133	12,514	2,41,893	5,573	1,05,357	28,77,891
		Total .	24,57,896	32,49,165	29,405	5,05,916	17,534	2,16,114	64,76,030
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	2,06,439	3,83,511	3,652	...	5,509	17,322	6,16,433
		2nd half	1,68,807	2,28,889	2,524	...	3,789	13,646	4,17,655
		Total .	3,75,246	6,12,400	6,176	...	9,298	30,968	10,34,088
XLII	Rajputana-Malwa	1st half	29,81,949	84,81,284	38,109	...	40,533	1,02,355	1,16,44,230
		2nd half	32,21,549	59,14,238	31,512	...	47,518	1,31,346	93,40,163
		Total .	62,03,498	1,43,95,522	69,621	...	88,051	2,33,701	2,09,90,393
XLIII	Pálanpur-Deesa	1st half	5,238	14,164	160	...	...	4	19,566
		2nd half	8,781	9,788	47	...	...	17	18,633
		Total .	14,019	23,952	207	...	...	21	38,199
XLIV	Southern Mahratta	1st half	7,06,950	21,14,933	12,372	...	5,599	33,621	28,73,475
		2nd half	6,13,890	15,22,077	12,213	...	9,456	31,760	21,88,396
		Total .	13,20,840	36,37,010	24,585	...	14,055	65,381	50,61,871
XLV	Guntakal-Mysore frontier.	1st half	98,814	1,39,649	660	...	2,788	953	2,42,884
		2nd half	71,385	1,07,057	902	...	2,732	742	1,82,818
		Total .	1,70,219	2,46,706	1,562	...	5,520	1,695	4,25,702
XLVI	Mysore section (Southern Mahratta).	1st half	3,23,368	4,86,883	3,036	...	485	6,897	8,20,669
		2nd half	1,91,629	3,66,267	4,810	...	544	5,932	5,72,182
		Total .	5,17,997	8,53,150	7,846	...	1,029	12,829	13,92,851
XLVII	South Indian	1st half	23,32,919	18,35,746	10,626	...	56,673	1,13,091	43,49,055
		2nd half	20,56,133	19,79,569	10,448	...	11,982	60,394	41,18,526
		Total .	43,89,052	38,15,315	21,074	...	68,655	1,73,485	84,67,581
XLVIII	Máyavaram-Mutupet	1st half	88,399	33,069	425	...	...	1,342	1,23,235
		2nd half	87,260	34,801	325	...	...	578	1,22,964
		Total .	1,75,659	67,870	750	...	...	1,920	2,46,199
XLIX	Assam-Bengal	1st half	4,17,562	2,38,344	5,769	...	...	11,370	6,73,045
		2nd half	3,20,058	2,97,395	6,376	...	...	11,250	6,35,079
		Total .	7,37,620	5,35,739	12,145	...	...	22,620	13,08,124
L	Burma	1st half	23,91,628	26,61,544	16,154	11,699	...	61,398	51,42,423
		2nd half	19,92,432	17,91,148	12,610	12,632	...	40,206	38,49,028
		Total .	43,84,060	44,52,692	28,764	24,331	...	1,01,604	89,91,451
LI	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dhardla 2'6" gauge, branch).	1st half	9,59,599	14,71,716	5,851	2,17,058	(a)	18,808	26,73,035
		2nd half	8,64,794	16,46,796	5,109	2,47,480	(a)	21,889	27,86,068
		Total .	18,24,393	31,18,512	10,963	4,64,538	(a)	40,697	54,59,103
	Dacca section	1st half	1,88,276	85,204	1,377	...	(a)	5,075	2,79,932
		2nd half	1,94,440	91,278	1,236	...	(a)	10,607	2,97,561
		Total .	3,82,716	1,76,482	2,613	...	(a)	15,682	5,77,493
	TOTAL METRE GAUGE carried over.	1st half	1,20,00,636	1,98,41,079	1,15,085	4,92,780	1,23,548	4,82,993	3,30,56,121
		2nd half	1,09,52,579	1,53,43,436	1,00,626	5,02,005	80,594	4,33,724	2,74,12,964
		Total .	2,29,53,215	3,51,84,515	2,15,711	9,94,785	2,04,142	5,16,717	6,04,69,085

(a) Shown under "Other items" as the information is not available separately.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts] Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Coaching.	Goods.	Electric telegraph	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
	METRE GAUGE—*contd.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE.	1st half	1,20,00,636	1,98,41,079	1,15,085	4,92,780	1,23,548	4,82,993	3,30,56,121
		2nd half	1,09,52,579	1,53,43,436	1,00,626	5,02,005	80,594	4,33,724	2,74,12,964
		Total .	2,29,53,215	3,51,84,515	2,15,711	9,94,785	2,04,142	9,16,717	6,04,69,085
LIV	Deoghur . . .	1st half	26,558	5,451	...	...	...	91	32,100
		2nd half							
		Total .	26,558	5,451	...	...	...	91	32,100
LVI	Mymensingh Jamalpur-Jagannathganj (*a*)	1st half	...	...	...	...	...	...	...
		2nd half	4,951	2,700	5	...	...	4	7,660
		Total .	4,951	2,700	5	...	...	4	7,660
LVII	Rohilkund and Kumaon (Company's section).	1st half	1,10,460	63,449	399	...	761	59,176	2,34,245
		2nd half	1,16,799	51,753	435	...	349	58,727	2,28,063
		Total .	2,27,259	1,15,202	834	...	1,110	1,17,903	4,62,308
LIX	Bengal Dooars . .	1st half	24,471	63,397	91	6,711	...	5,478	1,00,148
		2nd half	25,232	1,32,654	91	6,845	...	4,119	1,68,941
		Total .	49,703	1,96,051	182	13,556	...	9,597	2,69,089
LX	Dibru-Sadiya . .	1st half	70,219	3,12,309	5,539	...	3,123	11,212	4,02,402
		2nd half	62,147	2,98,887	5,752	...	3,876	8,351	3,79,013
		Total .	1,32,366	6,11,196	11,291	...	6,999	19,563	7,81,415
LXI	Ledo and Tikak-Margherita Colliery.	1st half	...	30,032	...	...	...	...	30,032
		2nd half	...	25,281	...	...	...	...	25,281
		Total .	...	55,313	...	...	...	...	55,313
LXII	Ahmedabad-Parántij	1st half	38,951	44,169	1,020	...	...	6	84,146
		2nd half	37,118	27,964	522	...	...	40	65,644
		Total .	76,069	72,133	1,542	...	...	46	1,49,790
LXIV	The Gaekwar's Mehsána	1st half	66,368	1,24,783	2,692	...	...	23	1,93,866
		2nd half	69,957	80,875	990	...	...	803	1,52,625
		Total .	1,36,325	2,05,658	3,682	...	...	826	3,46,491
LXV	Kolhápur . . .	1st half	14,033	26,012	1,006	...	...	242	41,293
		2nd half	16,891	18,977	856	...	...	254	36,978
		Total .	30,924	44,989	1,862	...	...	496	78,271
LXVI	Yesvantpur-Mysore frontier . . .	1st half	48,829	52,898	360	...	...	299	1,02,386
		2nd half	30,363	46,075	850	...	...	407	77,695
		Total .	79,192	98,973	1,210	...	...	706	1,80,081
LXVII	Mysore-Nanjangúd .	1st half	17,185	2,400	68	...	...	57	19,710
		2nd half	9,395	2,254	97	...	...	37	11,783
		Total .	26,580	4,654	165	...	...	94	31,493
LXXI	Jodhpur-Bikaner—Jodhpur section .	1st half	2,49,943	3,11,744	10,441	...	648	3,003	5,75,779
		2nd half	2,27,039	4,10,049	9,291	...	...	568	6,46,947
		Total .	4,76,982	7,21,793	19,732	...	648	3,571	12,22,726
	Bikaner section .	1st half	21,058	33,078	5,918	...	72	320	60,446
		2nd half	22,808	49,286	4,836	...	...	96	77,026
		Total .	43,866	82,364	10,754	...	72	416	1,37,472
	Total Metre Gauge carried over,	1st half	1,26,62,153	2,09,05,350	1,42,619	4,99,491	1,28,152	5,62,809	3,49,00,574
		2nd half	1,15,75,279	1,64,90,191	1,24,351	5,08,850	84,819	5,07,130	2,92,90,020
		Total(*b*)	2,42,63,950	3,74,00,992	2,66,970	10,08,341	2,12,971	10,70,030	6,42,23,294

(*a*) Opened for traffic on the 1st November 189[illegible].
(*b*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

Half-years ended the 30th June and the 31st December 1898.

[From No. VIII of Revenue Accounts.]

Classification Number.	Railway.	1898.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
			£	£	£	£	£	£	£
	Metre gauge—*concld.*								
	Brought forward metre gauge.	1st half	1,26,62,153	2,09,05,350	1,42,619	4,99,491	1,28,152	5,62,809	3,49,00,574
		2nd half	1,15,75,279	1,64,90,191	1,24,351	5,08,850	84,819	5,07,130	2,92,90,620
		Total(*a*)	2,42,63,990	3,74,00,992	2,66,970	10,08,341	2,12,971	10,70,030	6,42,23,294
LXXII	Udaipur-Chitor	1st half	41,963	24,078	278	...	...	...	66,319
		2nd half	49,358	27,099	320	...	...	726	77,503
		Total	91,321	51,177	598	...	...	726	1,43,822
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	3,86,793	6,75,822	7,013	...	10,268	13,096	10,92,992
		2nd half	3,35,688	2,39,296	4,884	...	8,283	17,514	6,05,665
		Total	7,22,481	9,15,118	11,897	...	18,551	30,610	16,98,657
LXXIV	Jetalsar-Rájkot	1st half	64,603	30,286	1,370	...	...	107	96,366
		2nd half	64,875	16,152	1,356	...	...	192	82,575
		Total	1,29,478	46,438	2,720	...	....	299	1,78,941
LXXV	Jámnagar	1st half	37,626	15,457	390	...	89	32	53,594
		2nd half	36,189	12,773	308	...	...	81	49,351
		Total	73,815	28,230	698	...	89	113	1,02,945
LXXVI	Dhrángadra (*b*)	1st half	...	...	...	...	...	...	...
		2nd half	11,838	11,287	246	...	...	24	23,395
		Total	11,838	11,287	246	...	...	24	23,395
	Total metre gauge	1st half	1,31,93,138	2,16,50,993	1,51,670	4,99,491	1,38,509	5,76,044	3,62,69,845
		2nd half	1,20,73,227	1,67,96,798	1,31,465	5,08,850	93,102	5,25,607	3,01,29,109
		Total (*a*)	2,52,92,923	3,84,53,242	2,83,135	10,08,341	2,31,611	11,01,802	6,63,71,654
	Special gauges.								
	Cherra-Companyganj (2′ 6″)	1st half	5	1,286	...	...	...	1	1,292
		2nd half	...	(*c*) 712	...	...	...	...	(*c*) 712
		Total	5	1,998	...	...	...	1	2,004
LXXXII	Jorhát (2′ 0″)	1st half	6,298	38,525	...	...	...	505	45,328
		2nd half	5,427	44,632	...	...	...	571	50,630
		Total	11,725	83,157	...	...	...	1,076	95,958
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	1,47,364	2,00,269	1,755	...	...	3,375	3,52,763
		2nd half	1,64,547	2,31,873	1,682	...	...	3,715	4,01,817
		Total	3,11,911	4,32,142	3,437	...	...	7,090	7,54,580
LXXXIV	Bársi Light (2′ 6″)	1st half	9,619	76,751	248	...	...	1,139	87,757
		2nd half	9,138	31,786	181	...	...	1,459	42,564
		Total	18,757	1,08,537	429	...	...	2,598	1,30,321
LXXXV	Howrah-Amta (2′ 0″) (*d*)	1st half	75,518	1,326	...	...	...	113	76,957
		2nd half	1,09,215	3,201	...	...	...	146	1,12,562
		Total	1,84,733	4,527	...	...	...	259	1,89,519
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*d*)	1st half	32,894	1,189	...	...	...	4,495	38,578
		2nd half	35,085	2,410	...	...	...	93	37,588
		Total	67,979	3,599	...	...	...	4,588	76,166
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*e*)	1st half	36,480	3,151	114	...	...	132	39,877
		2nd half	31,012	2,877	80	....	....	219	34,197
		Total	67,492	6,028	203	...	...	351	74,074
LXXXVIII	Tezpur-Balipara (2′ 6″) (*f*)	1st half	16,705	18,024	...	...		(*g*) 2,444	37,173
		2nd half	15,702	30,848	689	...	...	1,274	48,573
		Total	32,407	48,872	689	...	...	(*g*) 3,718	85,746
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	33,710	81,923	1,815	...	...	531	1,17,979
		2nd half	48,271	42,791	658	...	...	541	92,261
		Total	81,981	1,24,714	2,473	...	...	1,072	2,10,240
XCII	Rajpipla (2′ 6″) (*e*)	1st half	2,009	3,753	33	...	576	287	6,658
		2nd half	2,033	1,201	32	...	558	142	3,966
		Total	4,042	4,954	65	...	1,134	429	10,624
XCIV	Cooch Behar (2′ 6″)	1st half	13,922	18,903	170	3,182	...	53	36,230
		2nd half	12,748	14,105	199	2,270	...	71	29,893
		Total	26,670	33,008	369	5,952	...	124	66,123
XCV	Morvi (2′ 6″)	1st half	1,06,430	90,803	2,946	...	...	245	2,00,424
		2nd half	1,27,049	45,822	2,135	...	...	890	1,75,796
		Total	2,34,079	1,35,025	5,081	...	...	1,135	3,76,220
	Total special gauges	1st half	4,80,954	5,35,903	7,081	3,182	576	13,320	10,41,016
		2nd half	5,00,887	4,51,558	5,665	2,770	558	9,121	10,30,559
		Total	10,41,841	9,87,461	12,746	5,952	1,134	22,441	20,71,575
	Total of all gauges for the year.	...	8,68,20,534	17,87,35,885	7,50,912	13,66,569	23,76,885	37,92,370	27,42,88,655

(*a*) Including the Deoghur railway, for which yearly figures are shown

(*b*) Opened for traffic on the 7th June 1898. The earnings for the first-half of 1898 have been included with those for the second-half of 1898.

(*c*) Reopened for traffic from 23rd December 1898.

(*d*) The Indian Railways Act has been applied from the 7th October 1898.

(*e*) Do. Do. Do. from the 19th May 1896.

(*f*) The Indian Railways Act has been applied from the 3rd May 1898. The figures for the first-half of 1898 have been taken from Part I of the Administration Report.

(*g*) Including electric telegraph earnings for the first-half of 1898 the figures for which cannot be separated.

A—*concluded.*

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract H of

PASSEN

Classification Number.	Railway.	1898.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Standard gauge.		Pies.		₹	Pies.		₹	Pies.		₹
I	East Indian	1st half	14·93	35,070	3,62,126	6·30	106,103	4,09,504	3·28	762,484	6,80,980
		2nd half	15·55	35,320	3,32,149	6·56	106,342	4,37,275	3·30	684,702	6,30,122
		Total and average	15·24	70,390	6,94,275	6·43	212,445	8,46,779	3·29	1,447,186	13,11,102
II	Bengal Central	1st half	9·65	1,389	2,902	4·86	19,175	13,398	3·56	29,334	19,048
		2nd half	9·80	1,853	3,231	4·85	19,968	13,272	2·96	26,791	16,892
		Total and average	9·72	3,242	6,133	4·85	39,143	26,670	3·26	56,125	35,940
III	Bengal-Nágpur	1st half	14·06	3,056	23,002	6·99	7,854	18,198	2·84	19,925	13,582
		2nd half	13·01	2,924	20,582	4·71	10,850	23,442	2·81	22,677	13,913
		Total and average	13·53	5,980	43,584	5·85	18,704	41,640	2·82	42,602	27,495
IV	Indian Midland	1st half	10·24	5,777	60,490	4·17	23,438	89,184	(a)2·98	(a)187,580	(a)2,22,106
		2nd half	10·59	5,595	61,843	4·56	22,437	87,663	(a)2·97	(a)165,649	(a)1,99,615
		Total and average	10·41	11,372	1,22,333	4·36	45,875	1,76,847	(a) 2·97	(a)353,229	(a)4,21,721
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total and average	Included with the Rajputana-Malwa railway.								
IX	Bezwada extension (East Coast State).	1st half 2nd half Total and average	Included with the Nizam's Guaranteed State railway.								
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	11·02	752	320	4·61	1,706	388	...	...	...
		2nd half	11·44	767	334	5·10	1,323	300	...	...	...
		Total and average	11·23	1,519	654	4·85	3,029	688	...	...	...
XII	North Western State	1st half	9·96	129,739	2,38,880	3·57	100,799	3,13,054	3·01	342,326	3,54,777
		2nd half	10·88	24,584	1,87,481	3·93	95,430	2,87,801	3·01	358,561	3,89,921
		Total and average	10·42	154,323	4,26,361	3·75	196,229	6,00,855	3·01	700,887	7,44,698
XIII	Hyderabad-Shadipalli	1st half 2nd half Total and average	Included with the North Western State railway.								
XIV	Oudh and Rohilkhand State. (c)	1st half	11·29	11,607	65,229	4·63	35,667	85,291	3·37	206,415	1,51,368
		2nd half	11·23	10,894	54,540	5·04	36,687	83,992	3·35	188,854	1,36,960
		Total and average	11·26	22,501	1,19,769	4·83	72,354	1,69,283	3·36	395,269	2,88,328
XV	Eastern Bengal State (d)	1st half	(e)12·99	23,280	90,351	(e)6·06	64,242	1,06,391	(e)3·03	452,361	2,35,893
		2nd half	(e)12·87	23,010	76,441	(e)6·02	61,575	1,00,779	(e)2·98	440,155	2,22,414
		Total and average	(e) 12·93	46,290	1,66,792	(e)6·04	125,817	2,07,170	(e) 3·00	892,516	4,58,307
XVI	Calcutta Port Commissioners'.	1st half 2nd half Total and average	Open for goods traffic only			...	...	...	...	...	...
XVII	East Coast State.	1st half	18·72	2,336	15,265	9·71	9,329	15,764	4·46	3,135	3,985
		2nd half	15·65	2,521	14,637	7·97	10,056	14,221	4·50	4,835	5,722
		Total and average	17·18	4,857	29,902	8·84	19,385	29,985	4·48	7,970	9,707
XIX	Great Indian Peninsula	1st half	10·66	56,427	2,54,217	3·50	471,899	3,77,821	(a)3·00	(a)147,063	(a)2,40,025
		2nd half	10·79	50,660	2,68,138	3·94	410,663	4,03,222	(a)3·00	(a)174,853	(a)3,16,748
		Total and average	10·72	107,087	5,22,355	3·72	882,562	7,81,043	(a)3·00	(a)321,916	(a)5,56,773
XX	Bombay, Baroda and Central India.	1st half	9·63	76,850	70,433	4·33	685,213	1,86,913	3·00	133,569	2,27,202
		2nd half	9·86	66,037	71,022	4·82	617,167	2,14,395	2·99	171,324	2,80,096
		Total and average	9·74	142,887	1,41,455	4·57	1,302,380	4,01,308	2·99	304,893	5,07,298
XXI	Madras	1st half	11·02	11,138	1,04,889	4·61	54,089	1,38,820	...	...	...
		2nd half	11·44	10,499	94,216	5·10	43,613	1,14,287	...	...	...
		Total and average	11·23	21,637	1,99,105	4·85	97,702	2,53,107	...	...	...
XXIV	Southern Punjab (Delhi-Samásata).	1st half 2nd half Total and average	Included with the North Western State railway.					...	...	...	...
XXV	Tápti Valley (f)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average	...	...	...	...	...	...	...	...	...
	Total standard gauge carried over	1st half	...	357,421	12,88,104	...	1,579,514	17,54,726	...	2,284,192	21,48,966
		2nd half	...	234,664	11,84,614	...	1,436,111	17,80,649	...	2,238,401	22,12,403
		Total and average	...	592,085	24,72,718	...	3,015,625	35,35,375	...	4,522,593	43,61,369

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1898.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		₹		₹	₹	₹	₹	₹			
2·51	9,348,771	72,60,448	10,252,428	87,13,058	11,72,122	98,85,180	162	98,85,018	1st half	I	
2·51	8,315,503	66,96,528	9,141,867	80,96,074	11,10,939	92,07,013	257	92,06,756	2nd half		
2·51	17,664,274	1,39,56,976	19,394,295	1,68,09,132	22,83,061	1,90,92,193	419	1,90,91,774	Total and average.		
2·97	810,924	2,77,280	860,822	3,12,628	33,152	3,45,780	...	3,45,780	1st half	II	
2·92	803,551	2,04,787	852,163	2,98,182	36,752	3,34,934	8	3,34,926	2nd half		
2·94	1,614,475	5,42,067	1,712,985	6,10,810	69,904	6,80,714	8	6,80,706	Total and average.		
2·00	1,171,235	5,92,020	1,202,070	6,46,802	78,378	7,25,180	...	7,25,180	1st half	III	
1·99	1,007,974	4,99,133	1,044,425	5,57,070	80,212	6,37,282	...	6,37,282	2nd half		
1·99	2,179,209	10,91,153	2,246,495	12,03,872	1,58,590	13,62,462	...	13,62,462	Total and average.		(*a*) Third class by mail trains. (*b*) Third class by other than mail trains. (*c*) Including the Cawnpore-Burhwal railway (metre gauge link.) (*d*) Including the metre and special gauge sections of the undertaking. (*e*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pies 13·57, 6·31, 3·06, and 2·50 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1898, and pies 13·84, 6·53, 3·03, and 2·50, respectively, during the second-half of 1898.
(*b*) 2·55	(*b*) 717,198	(*b*) 6,63,258	933,993	10,35,038	2,24,317	12,59,355	...	12,59,355	1st half	IV	
(*b*) 2·55	(*b*) 694,661	(*b*) 6,34,276	888,342	9,83,397	1,94,649	11,78,046	...	11,78,046	2nd half		
(*b*) 2·55	(*b*) 1,411,859	(*b*) 12,97,534	1,822,335	20,18,435	4,18,966	24,37,401	...	24,37,401	Total and average.		
								76,023	1st half	VI	
								95,235	2nd half		
								1,71,258	Total and average.		
								17,231	1st half	IX	
								15,023	2nd half		
								32,254	Total and average.		
2·10	353,704	19,639	356,162	20,347	606	20,953	...	20,953	1st half	X	
2·11	235,899	14,013	237,980	14,647	663	15,310	...	15,310	2nd half		
2·10	589,594	33,652	594,142	34,994	1,269	36,263	...	36,263	Total and average.		
2·26	7,562,822	46,25,470	8,135,686	55,32,181	10,92,033	66,24,214	4,67,922	61,56,292	1st half	XII	
2·26	7,738,028	44,21,871	8,216,603	52,87,074	7,51,793	60,38,867	4,91,601	55,47,266	2nd half		
2·26	15,300,850	90,47,341	16,352,289	1,08,19,255	18,43,826	1,26,63,081	9,59,523	1,17,03,558	Total and average.		
								48,132	1st half	XIII	
								56,105	2nd half		
								1,04,237	Total and average.		
2·50	2,659,940	15,19,544	2,913,639	18,21,432	2,05,303	20,26,735	21	20,26,714	1st half	XIV	
2·50	2,825,963	15,92,963	3,062,400	18,68,455	1,93,081	20,61,536	8	20,61,528	2nd half		
2·50	5,485,905	31,12,507	5,976,029	36,89,887	3,98,384	40,88,271	29	40,88,242	Total and average.		
(*e*) 2·48	4,877,633	19,67,341	5,417,516	23,99,976	2,60,354	26,60,330	...	26,60,330	1st half	XV	
(*e*) 2·48	4,529,616	17,33,887	5,054,356	21,33,521	2,41,327	23,74,848	...	23,74,848	2nd half		
(*e*) 2·48	9,407,249	37,01,228	10,471,872	45,33,497	5,01,681	50,35,178	...	50,35,178	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XVI	
									2nd half		
									Total and average.		
2·16	1,556,245	6,78,060	1,571,045	7,13,074	45,174	7,58,248	...	7,58,248	1st half	XVII	
2·50	1,149,796	5,70,444	1,167,208	6,05,024	42,094	6,47,118	...	6,47,118	2nd half		
2·33	2,706,041	12,48,504	2,738,253	13,18,098	87,268	14,05,366	...	14,05,366	Total and average.		
(*b*) 1·89	(*b*) 6,255,058	(*b*) 16,56,971	6,930,447	25,29,034	7,76,229	33,05,263	...	33,05,263	1st half	XIX	
(*b*) 1·92	(*b*) 6,684,806	(*b*) 19,46,745	7,320,982	29,34,853	8,10,312	37,45,165	...	37,45,165	2nd half		
(*b*) 1·90	(*b*) 12,939,864	(*b*) 36,03,716	14,251,429	54,63,887	15,86,541	70,50,428	...	70,50,428	Total and average.		
2·19	5,545,796	8,79,278	6,441,428	13,63,826	3,67,461	17,31,287	5	17,31,282	1st half	XX	
2·27	6,113,621	10,83,524	6,968,149	16,49,037	3,30,874	19,79,911	209	19,79,702	2nd half		
2·23	11,659,417	19,62,802	13,409,577	30,12,863	6,98,335	37,11,198	214	37,10,984	Total and average.		
2·10	4,630,348	16,80,191	4,695,575	19,23,900	3,22,166	22,46,066	...	22,46,066	1st half	XXI	
2·11	3,582,016	12,76,955	3,636,128	14,85,458	2,81,617	17,67,075	...	17,67,075	2nd half		
2·10	8,212,364	29,57,146	8,331,703	34,09,358	6,03,783	40,13,141	...	40,13,141	Total and average.		
								2,11,842	1st half	XXIV	(*f*) Opened for goods traffic only on the 1st December 1898.
								2,26,806	2nd half		
								4,38,648	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	XXXV	
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
...	45,489,674	2,18,19,500	49,710,801	2,70,11,296	45,77,295	3,15,88,591	4,68,110	3,14,73,709	1st half		
...	43,681,427	2,07,35,126	47,590,603	2,59,12,792	40,74,313	2,99,87,105	4,92,083	2,98,88,191	2nd half		
...	89,171,101	4,25,54,626	97,301,404	5,29,24,088	86,51,608	6,15,75,696	9,60,193	6,13,61,900	Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract H of

PASSEN

Classification Number.	Railway.	1898.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
			Pies.		£	Pies.		£	Pies.		£
	STANDARD GAUGE—*concld.*										
	Brought forward STANDARD GAUGE.	1st half	...	357,421	12,88,104	...	1,579,514	17,84,726	...	2,284,192	21,48,966
		2nd half	...	234,664	11,84,614	....	1,436,111	17,80,649	...	2,238,401	22,12,403
		Total and average.	...	592,085	24,72,718	...	3,015,625	35,35,375	...	4,522,593	43,61,369
XXXIII	The Nizam's Guaranteed State.	1st half	15·33	4,732	28,512	4·53	17,492	36,313	(a)2·50	(a)125,904	(d)58,664
		2nd half	14·88	3,728	26,210	4·65	17,950	36,925	(a)2·50	(a)126,984	(a)57,204
		Total and average	15·10	8,460	54,722	4·59	35,442	73,238	(a)2·50	(a)252,888	(a)1,15,868
XXXIV	Nágdá-Ujjain	1st half	9·63	49	115	4·33	253	309	3·00	124	60
		2nd half	9·86	59	127	4·82	295	332	2·99	317	136
		Total and average	9·64	108	242	4·57	548	641	2·99	441	196
XXXV	The Gaekwar's Petlád	1st half	9·63	73	55	4·33	1,135	443	3·00	...	...
		2nd half	9·86	72	46	4·82	1,264	491	2·99	...	...
		Total and average	9·74	145	101	4·57	2,399	934	2·99	...	...
XXXVI	Kolar Gold-fields	1st half	11·02	2,225	874	4·61	7,591	1,478	...	...	...
		2nd half	11·44	1,969	745	5·10	8,038	1,470	...	...	...
		Total and average	11·23	4,194	1,619	4·85	15,629	2,948	....	...	...
XXXVII	Rájpura-Bhátinda	1st half	Included with the North Western State railway.								
		2nd half									
		Total and average.									
XXXVIII	Jammu and Kashmir (Native state section).	1st half									
		2nd half									
		Total and average									
	TOTAL STANDARD GAUGE	1st half.	....	364,500	13,17,660	...	1,605,985	17,93,269	...	2,410,220	22,07,690
		2nd half	...	240,492	12,11,742	...	1,463,658	18,19,867	...	2,365,702	22,69,743
		Total and average	...	604,992	25,29,402	...	3,069,643	36,13,136	...	4,775,922	44,77,433
	METRE GAUGE.										
XL	Bengal and North-Western—										
	Tirhoot section Company's section	1st half	21·25	8,586	28,720	10·22	11,931	21,474	4·99	31,441	22,059
		2nd half	21·61	7,909	23,621	10·12	12,027	20,166	5·03	30,799	20,280
		Total and average	21·43	16,495	52,341	10·17	24,558	41,640	5·01	62,240	42,339
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon)	1st half	26·51	1,056	5,479	8·43	4,161	7,826	4·00	5,146	4,455
		2nd half	27·54	1,017	5,190	11·11	3,155	6,113	4·00	5,568	4,496
		Total and average	27·02	2,073	10,669	9·77	7,316	13,939	4·00	10,714	8,951
XLII	Rajputana-Malwa	1st half	13·45	9,635	69,864	5·57	49,805	1,06,500	2·99	109,282	1,14,624
		2nd half	13·16	9,721	56,126	6·17	41,759	1,08,622	2·99	117,896	1,28,397
		Total and average	13·30	19,356	1,25,990	5·87	82,564	2,15,122	2·99	227,178	2,43,021
XLIII	Pálanpur-Deesa	1st half	13·45	278	272	5·57	1,370	407	2·99	...	...
		2nd half	13·16	362	367	6·17	963	422	2·99	...	...
		Total and average	13·30	640	639	5·87	2,333	829	2·99	...	...
XLIV	Southern Mahratta	1st half	11·37	8,471	51,362	4·80	25,924	62,748	....	...	...
		2nd half	11·29	7,739	45,124	5·23	21,992	51,252	....	...	...
		Total and average	11·33	16,210	96,486	5·01	47,916	1,14,000	....	...	...
XLV	Guntakal-Mysore frontier	1st half									
		2nd half									
		Total and average									
XLVI	Mysore section (Southern Mahratta).	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
	TOTAL METRE GAUGE carried over	1st half	...	28,026	1,55,697	...	84,191	1,98,955	...	145,869	1,41,138
		2nd half	...	26,748	1,30,428	...	80,496	1,86,575	...	154,263	1,53,173
		Total and average.	...	54,774	2,86,125	...	1,64,687	3,85,530	...	300,132	2,94,311

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1858.

GERS.

Fourth or Lowest class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1858.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		£		£	£	£	£	£		
...	45,489,674	2,18,19,500	49,710,801	2,70,11,296	45,77,295	3,15,88,591	4,68,110	3,14,73,709	1st half	
...	43,681,427	2,07,35,126	47,590,603	2,59,12,792	40,74,313	2,99,87,105	4,92,083	2,98,88,191	2nd half	
...	89,171,101	4,25,54,626	97,301,404	5,29,24,088	86,51,608	6,15,75,696	9,60,193	6,13,61,900	Total and average.	
(*b*) 2·00	(*b*) 469,003	(*b*)2,41,523	617,131	3,65,012	65,811	4,30,823	17,231	4,13,592	1st half	(*a*) Third class by mail trains.
(*b*) 2·00	(*b*) 444,073	(*b*)2,36,325	592,735	3,56,664	56,192	4,12,856	15,028	3,97,833	2nd half	XXXIII
(*b*) 2·00	(*b*) 913,076	(*b*)4,77,848	1,209,866	7,21,676	1,22,003	8,43,679	32,254	8,11,425	Total and average	
2·19	40,245	12,125	40,671	12,609	834	13,443	...	13,443	1st half	(*b*) Third class by other than mail trains.
2·27	48,669	14,349	49,340	14,944	1,160	16,104	...	16,104	2nd half	XXXIV
2·23	88,914	26,474	90,011	27,553	1,994	29,547	...	29,547	Total and average.	
2·19	45,478	8,038	46,686	8,536	1,003	9,539	...	9,539	1st half	
2·27	71,069	12,293	72,405	12,830	1,048	13,878	...	13,878	2nd half	XXXV
2·23	116,547	20,331	119,091	21,366	2,051	23,417	...	23,417	Total and average	
2·10	336,022	24,246	345,838	26,598	1,509	28,107	...	28,107	1st half	
2·11	261,936	18,231	271,943	20,446	1,400	21,846	...	21,846	2nd half	XXXVI
2·10	597,958	42,477	617,781	47,044	2,909	49,953	...	49,953	Total and average.	
								1,90,615	1st half	XXXVII
								1,89,679	2nd half	
								3,80,294	Total and average.	
								17,333	1st half	XXXVIII
								19,010	2nd half	
								36,343	Total and average	
...	46,380,422	2,21,05,432	50,761,127	2,74,24,051	46,46,452	3,20,70,503	4,85,341	3,21,46,338	1st half	
...	44,507,174	2,10,16,324	48,577,026	2,63,17,676	41,34,113	3,04,51,789	5,07,106	3,05,46,541	2nd half	
...	90,887,596	4,31,21,756	99,338,153	5,37,41,727	87,80,565	6,25,22,292	9,92,447	6,26,92,879	Total and average.	
2·00	3,194,619	11,44,485	3,246,577	12,16,738	82,737	12,99,475	...	12,99,475	1st half	
2·00	2,949,115	10,23,128	3,000,450	10,87,195	71,226	11,58,421	...	11,58,421	2nd half	XL
2·00	6,143,734	21,67,613	6,247,027	23,03,933	1,53,963	24,57,896	...	24,57,896	Total and average.	
2·19	480,941	1,70,962	491,304	1,88,722	17,717	2,06,439	...	2,06,439	1st half	
2·22	422,147	1,39,145	431,887	1,54,944	13,863	1,68,807	...	1,68,807	2nd half	XLI
2·20	903,088	3,10,107	923,191	3,43,666	31,580	3,75,246	...	3,75,246	Total and average.	
2·00	4,860,826	23,08,689	4,960,548	25,99,677	4,58,313	30,57,990	76,041	29,81,949	1st half	
2·00	4,897,517	26,57,058	5,006,893	29,50,203	3,66,641	33,16,844	95,295	32,21,549	2nd half	XLII
2·00	9,698,343	49,65,747	10,027,441	55,49,880	8,24,954	63,74,834	1,71,336	62,03,498	Total and average.	
2·00	18,785	3,395	20,433	3,984	1,254	5,238	...	5,238	1st half	
2·00	41,598	7,019	42,923	7,808	973	8,781	...	8,781	2nd half	XLIII
2·00	60,383	10,314	63,356	11,792	2,227	14,019	...	14,019	Total and average.	
2·00	2,213,183	9,18,592	2,247,578	10,32,702	1,76,497	12,09,199	5,02,249	7,06,950	1st half	
2·00	1,568,360	6,82,773	1,598,091	7,79,149	1,57,404	9,36,553	3,22,663	6,13,890	2nd half	XLIV
2·00	3,781,543	16,01,365	3,845,669	18,11,851	3,33,901	21,45,752	8,24,912	13,20,840	Total and average.	
								98,834	1st half	XLV
								71,385	2nd half	
								1,70,219	Total and average.	
								3,23,368	1st half	XLVI
								1,94,629	2nd half	
								5,17,997	Total and average.	
...	10,708,354	45,46,033	10,966,440	50,41,823	7,36,518	57,78,341	5,78,290	56,22,253	1st half	
...	9,878,737	45,09,123	10,140,244	49,79,299	6,10,107	55,89,406	4,17,958	54,37,462	2nd half	
...	20,587,091	90,55,156	21,106,684	1,00,21,122	13,46,625	1,13,67,747	9,96,248	1,10,59,715	Total and average	

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract H of

PASSEN

Classification Number.	Railway.	1898.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre Gauge—*contd.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward	1st half	...	28,026	1,55,697	...	84,191	1,98,955	...	145,869	1,41,138
		2nd half	...	26,748	1,30,428	...	80,496	1,86,575	...	154,263	1,53,173
	Metre Gauge.	Total and average	...	54,774	2,86,125	...	164,687	3,85,530	...	300,132	2,94,311
XLVII	South Indian	1st half	11·76	10,503	41,484	5·48	59,607	82,312	...	...	...
		2nd half	11·66	12,247	40,276	5·90	50,185	73,538	...	...	...
		Total and average	11·71	22,750	81,760	5·69	109,792	1,55,850	...	...	...
XLVIII	Máyavaram-Mutupet	1st half	11·76	173	171	5·48	2,738	1,363	...	...	...
		2nd half	11·66	223	221	5·90	2,606	1,300	...	...	...
		Total and average	11·71	396	392	5·69	5,344	2,663	...	...	...
XLIX	Assam-Bengal	1st half	15·50	1,640	8,716	7·73	3,317	7,323	...	...	...
		2nd half	15·04	1,634	8,549	7·66	3,300	7,220	...	...	...
		Total and average	15·27	3,274	17,265	7·69	6,617	14,543	...	...	...
L	Burma	1st half	13·59	13,554	52,577	6·67	115,733	1,14,880	4·01	56,123	1,32,241
		2nd half	14·36	15,252	49,614	6·62	113,361	99,238	3·47	47,526	55,661
		Total and average	13·97	28,806	1,02,191	6·64	2,29,094	2,11,118	3·74	1,03,649	1,87,902
LIV	Deoghur	1st half	Details not furnished.					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LVI	Mymensingh-Jamalpur	1st half	...	...	...	...	...	...	...	...	...
	Jagannathganj(*a*)	2nd half	*18·00	19	28	*9·00	140	110	*4·00	254	121
		Total and average.	*18·00	19	28	*9·00	140	110	*4·00	254	121
LVII	Rohilkund and Kumaon (Company's section).	1st half	26·51	1,224	11,391	8·43	5,036	23,642	...	...	...
		2nd half	27·54	1,411	13,243	11·11	5,035	22,871	...	...	...
		Total and average	27·02	2,635	24,634	9·77	10,071	46,513	...	...	...
LIX	Bengal Dooars	1st half	*36·00	326	1,105	*21·0	699	1,205	*6·00	645	382
		2nd half	*36·00	251	773	*21·00	809	1,380	*6·00	583	363
		Total and average	*36·00	577	1,878	*21·00	1,508	2,585	*6·00	1,228	745
LX	Dibru-Sadiya	1st half	*18·00	2,027	4,692	*9·00	1,437	1,797	...	...	...
		2nd half	*18·00	2,063	4,518	*9·00	1,486	1,891	...	...	...
		Total and average	*18·00	4,090	9,210	*9·00	2,923	3,688	...	...	...
LXI	Ledo and Tikak-Margherita Colliery	1st half	Open for goods traffic only.					...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LXII	Ahmedabad-Parántij	1st half	13·45	122	256	5·57	879	932	...	...	...
		2nd half	13·16	145	295	6·17	1,043	901	...	...	...
		Total and average	13·30	267	551	5·87	1,922	1,833	...	...	...
LXIV	The Gaekwar's Mehsána.	1st half	13·45	285	584	5·57	2,300	2,188	...	...	...
		2nd half	13·16	378	644	6·17	2,273	1,970	...	...	...
		Total and average	13·30	663	1,228	5·87	4,573	4,158	...	...	...
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.								
		2nd half									
		Total and average									
LXVI	Yesvántpur-Mysore frontier	1st half									
		2nd half									
		Total and average									
LXVII	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXXI	Jodhpur-Bikaner—Jodhpur section	1st half	18·00	616	5,072	6·00	2,949	6,894	...	...	...
		2nd half	18·00	690	5,392	6·00	2,983	6,832	...	...	...
		Total and average	18·00	1,306	10,464	6·00	5,932	13,726	...	...	...
	Total Metre Gauge carried over	1st half	...	58,496	2,84,745	...	278,886	4,38,491	...	2,02,637	2,73,761
		2nd half (*b*)	...	60,961	2,53,981	...	263,717	4,03,826	...	2,02,626	2,09,318
		Total and average	...	119,557	5,35,726	...	542,603	8,42,317	...	4,05,263	4,83,079

—continued.

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

PASSENGERS.												
FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	10,708,354	45,46,033	10,966,440	50,41,823	7,36,518	57,78,341	5,78,290	56,22,253	1st half		
...	9,878,737	45,09,123	10,140,244	49,79,299	6,10,107	55,89,406	4,17,958	54,37,462	2nd half		
...	20,587,091	90,55,156	21,106,684	1,00,21,122	13,46,625	1,13,67,747	9,96,248	1,10,59,715	Total and average.		
1·99	5,965,253	20,78,886	6,035,365	22,02,682	1,30,237	23,32,919	...	23,32,919	1st half	XLVII	
2·00	5,414,768	18,15,383	5,477,200	19,29,197	1,27,236	20,56,433	300	20,56,133	2nd half		
1·99	11,380,023	38,94,269	11,512,565	41,31,879	2,57,473	43,89,352	300	43,89,052	Total and average.		
1·99	538,956	84,662	541,867	86,196	2,203	88,399	...	88,399	1st half	XLVIII	
2·00	528,584	84,099	531,413	85,620	1,640	87,260	...	87,260	2nd half		
1·99	1,067,540	1,68,761	1,073,280	1,71,816	3,843	1,75,659	...	1,75,659	Total and average.		
3·00	676,832	3,74,758	681,789	3,96,797	26,765	4,17,562	...	4,17,562	1st half	XLIX	
3·00	531,364	2,76,372	536,298	2,92,141	27,917	3,20,058	...	3,20,058	2nd half		
3·00	1,208,196	6,51,130	1,218,087	6,82,938	54,682	7,37,620	...	7,37,620	Total and average.		
2·72	5,054,698	19,93,251	5,240,108	22,89,949	1,01,679	23,91,628	...	23,91,628	1st half	L	
2·59	4,640,289	16,78,681	4,816,428	18,83,194	1,09,239	19,92,433	1	19,92,432	2nd half		
2·65	9,694,987	36,71,932	10,056,536	41,73,143	2,10,918	43,84,061	1	43,84,060	Total and average.		
...	...	...	...	...	...	26,558	...	26,558	1st half	LIV	
...	...	...	...	...	...	26,558	...	26,558	2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
2·50	20,669	4,519	21,082	4,778	173	4,951	...	4,951	1st half	LVI	(a) Opened for coaching traffic from 1st November 1898
2·50	20,669	4,519	21,082	4,778	173	4,951	...	4,951	2nd half		
									Total and average.		
2·19	95,132	53,699	101,392	88,732	21,728	1,10,460	...	1,10,460	1st half	LVII	
2·22	89,994	54,963	96,440	91,077	25,722	1,16,799	...	1,16,799	2nd half		
2·20	185,126	1,08,662	197,832	1,79,809	47,450	2,27,259	...	2,27,259	Total and average.		
*3·00	71,836	17,763	73,506	20,455	4,016	24,471	...	24,471	1st half	LIX	* Actual single journey fare.
*3·00	73,809	18,741	75,452	21,257	3,975	25,232	...	25,232	2nd half		
*3·00	145,645	36,504	148,958	41,712	7,991	49,703	...	49,703	Total and average.		
*4·00	123,210	53,207	126,674	59,696	10,523	70,219	...	70,219	1st half	LX	
*4·00	105,749	44,821	109,298	51,230	10,917	62,147	...	62,147	2nd half		
*4·00	228,959	98,028	235,972	1,10,926	21,440	1,32,366	...	1,32,366	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	LXI	
									2nd half		
...	...	...	...	...	...	...	...	...	Total and average.		
2·00	125,472	35,331	126,473	36,519	2,432	38,951	...	38,951	1st half	LXII	
2·00	124,755	33,771	125,943	34,967	2,151	37,118	...	37,118	2nd half		
2·00	250,227	69,102	252,416	71,486	4,583	76,069	...	76,069	Total and average.		
2·00	241,956	58,633	244,541	61,405	4,963	66,368	...	66,368	1st half	LXIV	
2·00	254,988	61,696	257,639	64,310	5,647	69,957	...	69,957	2nd half		
2·00	496,944	1,20,329	502,180	1,25,715	10,610	1,36,325	...	1,36,325	Total and average.		
								14,033	1st half	LXV	
								16,891	2nd half		
								30,924	Total and average.		
								48,829	1st half	LXVI	
								30,363	2nd half		
								79,192	Total and average.		
								17,185	1st half	LXVII	
								9,395	2nd half		
								26,580	Total and average.		
2·00	345,786	2,06,438	349,351	2,18,404	31,539	2,49,943	...	2,49,943	1st half	LXXI	
2·00	320,297	1,88,616	323,970	2,00,840	26,199	2,27,039	...	2,27,039	2nd half		
2·00	666,083	3,95,054	673,321	4,19,244	57,738	4,76,982	...	4,76,982	Total and average.		
...	23,947,487	95,02,661	24,487,506	1,04,96,658	10,72,603	1,15,69,261	5,78,290	1,14,93,229	1st half		
...	21,984,003	87,70,785	22,511,407	96,37,910	9,50,923	1,05,88,833	4,18,259	1,04,93,237	2nd half		(b) Including the Deoghur railway, for which yearly figures are shown.
...	45,931,490	1,82,73,446	46,998,913	2,01,34,568	20,23,526	2,2184,652	9,96,549	2,20,13,015	(b) Total and average.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. From Abstract H of

PASSEN

Classification Number.	Railway.	1898.	First class.			Second class.			Third or Intermediate class		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*concld.*		Pies.		₹	Pies.		₹	Pies.		₹
	Brought forward Metre gauge	1st half	...	58,496	2,81,745	...	278,886	438,491	...	202,637	2,73,761
		2nd half (*a*)	...	61,061	2,53,981	...	263,717	403,826	...	202,626	2,09,318
		Total and average.	...	119,557	5,35,726	...	542,603	842,317	...	405,263	4,83,079
LXXI	Jodhpur-Bikaner—Bikaner section	1st half	18·00	125	459	6·00	418	576	...	...	...
		2nd half	18·00	222	968	6·00	605	752	...	...	...
		Total and average.	18·00	347	1,427	6·00	1,023	1,328	...	...	...
LXXII	Udaipur-Chitor	1st half	*18·00	208	1,116	*9·00	609	1,420	*4·00	1,238	1,399
		2nd half	18·00	202	1,172	9·00	831	2,102	4·00	911	987
		Total and average	18·00	410	2,288	9·00	1,440	3,522	4·00	2,149	2,386
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	11·04	2,605	9,380	5·45	19,724	25,830	...	...	...
		2nd half	11·16	2,326	7,471	5·46	17,798	22,741	...	...	...
		Total and average.	11·10	4,931	16,851	5·46	37,522	48,571	...	...	...
LXXIV	Jetalsar-Rájkot	1st half	11·04	1,149	2,292	5·45	7,086	6,084	...	...	...
		2nd half	11·16	1,475	2,879	5·46	7,103	6,030	...	...	...
		Total and average.	11·10	2,624	5,171	5·46	14,189	12,114	...	...	...
LXXV	Jámnagar	1st half	11·04	277	780	5·45	2,780	3,564	...	...	...
		2nd half	11·16	232	583	5·46	2,662	3,186	...	...	...
		Total and average.	11·10	509	1,363	5·46	5,442	6,750	...	...	...
LXXVI	Dhrángadrá (*b*)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	11·16	389	402	5·46	896	497	...	...	...
		Total and average.	11·16	389	402	5·46	896	497	...	...	...
	Total Metre gauge	1st half	...	62,860	2,95,772	...	309,503	4,75,965	...	203,875	2,75,160
		2nd half (*a*)	...	65,907	2,67,456	...	293,612	4,39,134	...	203,537	2,10,305
		Total and average.	...	128,767	5,63,228	...	603,115	9,15,099	...	407,412	4,85,465

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts] Half-years ended the 30th June and the 31st December 1898.

GERS.

Fourth or Lowest Class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1898.	Classification Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		£		£	£	£	£	£		
...	23,947,437	95,02,661	24,487,506	1,04,96,658	10,72,603	1,15,69,161	5,78,290	1,14,93,230	1st half	
...	21,984,003	87,70,785	22,511,407	96,37,910	9,50,923	1,05,88,833	4,18,259	1,04,93,237	2nd half (*a*)	(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	45,931,490	1,82,73,446	46,998,913	2,01,34,568	20,23,526	2,21,84,652	9,96,549	2,20,13,015	Total and average.	
2·00	46,096	17,161	46,639	18,196	2,862	21,058	...	21,058	1st half	LXXI
2·00	47,905	18,701	48,732	20,421	2,387	22,808	...	22,808	2nd half	LXXI
2·00	94,001	35,862	95,371	38,617	5,249	43,866	...	43,866	Total and average.	
*2·00	85,061	35,488	87,116	39,423	2,540	41,963	...	41,963	1st half	LXXII
1·99	91,064	42,013	93,008	46,274	3,084	49,358	...	49,358	2nd half	LXXII
1·99	176,125	77,501	180,124	85,697	5,624	91,321	...	91,321	Total and average.	* From 1st April to 30th June 1898. The fares previous to the 1st April 1898 were piee 15, 8, 3, and 2½ for the first, second, third or intermediate and fourth or lowest classes respectively.
2·75	631,783	3,17,867	654,112	3,53,077	33,843	3,86,920	127	3,86,793	1st half	LXXIII
2·75	548,033	2,79,278	568,157	3,09,490	26,198	3,35,688	...	3,35,688	2nd half	LXXIII
2·75	1,179,816	5,97,145	1,222,269	6,62,567	60,041	7,22,608	127	7,22,481	Total and average.	
2·75	125,287	50,624	133,522	59,000	5,677	64,677	74	64,603	1st half	LXXIV
2·75	117,160	48,378	125,738	57,287	7,588	64,875	...	64,875	2nd half	LXXIV
2·75	242,447	99,002	259,260	1,16,287	13,265	1,29,552	74	1,29,478	Total and average.	
2·75	53,682	29,780	58,739	34,124	3,596	37,720	94	37,626	1st half	LXXV
2·75	56,380	29,313	59,274	33,082	3,107	36,189	...	36,189	2nd half	LXXV
2·75	112,062	59,093	118,013	67,206	6,703	73,909	94	73,815	Total and average.	
...	...	...	...	...	...	...	...	...	1st half	LXXVI
2·75	35,938	9,682	37,223	10,581	1,257	11,838	...	11,838	2nd half	LXXVI
2·75	35,938	9,682	37,223	10,581	1,257	11,838	...	11,838	Total and average.	(*b*) Opened for coaching traffic on the 26th June 1898.
...	24,891,396	90,53,581	25,467,634	1,10,00,478	11,21,121	1,21,21,599	5,78,585	1,20,45,263	1st half	
...	22,880,483	91,98,150	23,443,539	1,01,15,045	9,94,544	1,11,09,589	4,18,259	1,10,13,993	2nd half (*a*)	
...	47,771,879	1,91,51,731	48,911,173	2,11,15,523	21,15,665	2,32,57,746	9,96,844	2,30,85,814	Total and average.	

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract H.

PASSEN

Classification Number.	Railway.	1898.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Special Gauges.		Pies.		£	Pies.		£	Pies.		£
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,097	28,420	*36·00	5,934	36,593	...	...	...
		2nd half	*72·00	2,120	27,390	*36·00	6,652	41,701	...	...	...
		Total and average.	*72·00	4,217	55,810	*36·00	12,586	78,294	...	...	...
LXXXIV	Bársi Light (2′ 6″)	1st half	...	...	...	*(a)18·00	(a)434	(a)723	...	...	...
		2nd half	...	...	...	*(a)18·00	(a)388	(a)713	...	...	...
		Total and average.	...	...	...	*(a)18·00	(a)822	(a)1,436	...	...	...
LXXXV	Howrah-Amta (2′ 0″)	1st half	...	424	490	...	...	...	...	10,862	4,244
		2nd half	...	299	381	...	...	...	...	13,118	5,510
		Total and average.	...	723	871	...	...	...	...	23,980	9,754
LXXXVI	Howrah-Sheakhalla (2′ 0″).	1st half	...	485	476	...	...	...	...	5,940	1,793
		2nd half	...	430	446	...	...	...	...	7,078	2,112
		Total and average.	...	915	922	...	...	...	...	13,018	3,905
LXXXVII	Tarakeshwar-Magra (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
LXXXVIII	Tezpur-Balipara (2′ 6″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.	...	...	...	...	...	...	...	...	...
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	*(a)9·00	(a)3,241	(a)2,452	...	...	...
		2nd half	...	...	...	*(a)9·00	(a)2,276	(a)2,298	...	...	...
		Total and average.	...	...	...	*(a)9·00	(a) 5,517	(a) 4,750	...	...	...
XCII	Rajpipla (2′ 6″)	1st half	...	...	...	*(a) 9·00	(a) 173	(a) 115	...	...	...
		2nd half	...	...	...	*(a) 9·00	(a)213	(a)117	...	...	...
		Total and average.	...	...	...	*(a) 9·00	(a) 386	(a) 232	...	...	...
XCIV	Cooch Behar (2′ 6″)	1st half	*24·00	163	363	*12·00	573	659	*6·00	1,402	723
		2nd half	*24·00	94	191	*12·00	476	473	*6·00	1,334	695
		Total and average.	*24·00	257	554	*12·00	1,049	1,132	*6·00	2,736	1,418
XCV	Morvi (2′ 6″)	1st half	*12·00	956	3,533	*6·00	4,575	8,917	...	...	...
		2nd half	*12·00	1,580	6,543	*6·00	5,247	11,090	...	...	...
		Total and average.	*12·00	2,536	10,076	*6·00	9,822	20,007	...	...	...
	Total Special Gauges	1st half	...	4,125	33,282	...	14,930	49,459	...	18,204	6,760
		2nd half	...	4,523	34,951	...	15,252	56,392	...	21,536	8,317
		Total and average.	...	8,648	68,233	...	30,182	1,05,851	...	39,734	15,077
	Total of all Gauges for the year.		...	...	742,407	31,60,863	...	3,702,940	46,34,086	...	5,223,068	49,77,975

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts] Half-years ended the 30th June and the 31st December 1898.

GERS.											
FOURTH OR LOWEST CLASS.			TOTAL.		Miscellaneous, including parcel, luggage, etc.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	...	...	...	...	...	5	...	5	1st half		
...	...	...	...	...	...	... (e)	...	... (e)	2nd half		
...	...	...	...	...	...	5	...	5	Total and average		
...	...	...	...	...	...	6,293	...	6,298	1st half	LXXXII	
...	...	...	...	...	...	5,427	...	5,427	2nd half		
...	...	...	...	...	...	11,725	...	11,725	Total and average.		
*15·00	21,384	43,224	29,415	1,08,237	39,127	1,47,364	...	1,47,364	1st half	LXXXIII	
*15·00	22,998	48,152	31,770	1,17,243	47,304	1,64,547	...	1,64,547	2nd half		
*15·00	44,382	91,376	61,185	2,25,480	86,431	3,11,911	...	3,11,911	Total and average.		*Actual single journey fare.
(b)*3·00	(b) 25,540	(b) 7,527	25,974	8,350	1,270	9,620	1	9,619	1st half	LXXXIV	(a) Upper class. (b) Lower class. (c) Line was only re-opened on the 23rd December 1898, and there was no coaching traffic in the second-half of the year.
(b)*3·00	(b) 24,139	(b) 7,473	24,527	8,186	955	9,141	3	9,138	2nd half		
*(b)3·00	(b) 49,679	(b) 15,100	50,501	16,536	2,225	18,761	4	18,757	Total and average.		
...	266,952	70,076	278,238	74,804	714	75,518	...	75,518	1st half	LXXXV	
...	337,902	1,02,368	351,319	1,08,259	956	1,09,215	...	1,09,215	2nd half		
...	604,854	1,72,438	629,557	1,83,063	1,670	1,84,733	...	1,84,733	Total and average.		
...	130,707	30,316	137,132	32,585	309	32,894	...	32,894	1st half	LXXXVI	
...	140,306	32,156	147,814	34,714	371	35,085	...	35,085	2nd half		
...	271,013	62,472	284,946	67,299	680	67,979	...	67,979	Total and average.		
...	...	...	...	...	...	36,480	...	36,480	1st half	LXXXVII	
...	...	...	...	...	...	31,012	...	31,012	2nd half		
...	...	...	...	...	...	67,492	...	67,492	Total and average.		
...	...	...	...	...	...	16,705	...	16,705	1st half	LXXXVIII	
...	...	...	...	...	...	15,762	...	15,762	2nd half		
...	...	...	...	...	...	32,467	...	32,467	Total and average.		
(b)*3·00	(b)104,250	(b) 27,833	107,491	30,285	3,425	33,710	...	33,710	1st half	XCI	
(b)*3·00	(b)161,356	(b) 43,086	163,632	45,384	2,887	48,271	...	48,271	2nd half		
(b)*3·00	(b)265,606	(b) 70,919	271,123	75,669	6,312	81,981	...	81,981	Total and average.		
(b)*3·00	(b) 7,599	(b) 1,772	7,772	1,887	122	2,009	...	2,009	1st half	XCII	
(b)*3·00	(b) 8,433	(b) 1,756	8,646	1,873	160	2,033	...	2,033	2nd half		
(b)*3·00	(b) 16,032	(b) 3,528	16,418	3,716	282	4,042	...	4,042	Total and average.		
*4·00	35,561	10,943	37,699	12,688	1,234	13,922	...	13,922	1st half	XCIV	
*4·00	33,096	10,308	35,000	11,667	1,081	12,748	...	12,748	2nd half		
*4·00	68,657	21,251	72,699	24,355	2,315	26,670	...	26,670	Total and average.		
*3·00	121,756	80,758	127,287	93,408	13,222	1,06,430	...	1,06,430	1st half	XCV	
*3·00	141,756	95,603	148,583	1,13,236	14,413	1,27,649	...	1,27,649	2nd half		
*3·00	263,512	1,76,361	275,870	2,06,644	27,635	2,34,079	...	2,34,079	Total and average.		
...	713,749	2,72,543	751,008	3,62,044	59,423	4,80,955	1	4,80,954			
...	869,986	3,40,902	911,291	4,40,502	68,127	5,60,890	3	5,60,887			
...	1,583,735	6,13,445	1,662,299	8,02,606	127,550	10,41,845	4	10,41,841			
...	140,243,210	6,28,86,932	149,911,625	7,56,59,856	1,10,23,780	8,68,21,883	19,89,295	8,68,20,534			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract I of

Classification Number.	Railway.	1898.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
	STANDARD GAUGE.							
I	East Indian .	1st half	481,361,144	1,45,52,526	3,483,086	2,53,998	34,874,121	4,05,778
		2nd half	367,890,915	1,17,44,095	2,198,837	2,29,071	31,021,182	3,59,901
		Total .	849,252,059	2,62,96,621	5,681,923	4,83,069	65,895,303	7,65,679
II	Bengal Central .	1st half	2,292,411	87,128	126	79	228,053	2,950
		2nd half	3,155,883	1,23,975	132	88	755,404	9,640
		Total .	5,448,294	2,11,103	258	167	983,457	12,550
III	Bengal-Nágpur .	1st half	65,379,811	26,23,650	66,565	4,849	3,003,447	44,892
		2nd half	33,821,274	13,68,462	54,684	3,480	5,730,915	99,237
		Total .	99,201,085	39,92,112	121,249	8,329	8,734,362	1,44,129
IV	Indian Midland .	1st half	69,804,334	22,37,020	444,499	17,728	5,703,001	75,991
		2nd half	43,113,139	16,47,067	161,720	8,004	1,810,872	34,301
		Total .	112,917,473	38,84,087	606,219	25,732	7,513,873	1,10,292
VI	Godhra-Rutlam-Nágdá .	1st half	Included with the Rajputána-Malwa railway		...		...	
		2nd half						
		Total .						
IX	Bezwada extension (East Coast State).	1st half	Included with the Nizam's Guaranteed State railway				...	
		2nd half					...	
		Total .					...	
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	96,101	5,004	...	...	3,738	143
		2nd half	32,309	2,251	...	...	1,233	25
		Total .	128,410	7,255	...	...	4,971	168
XII	North Western State .	1st half	503,362,318	1,35,18,676	12,416,911	9,98,703	44,022,293	5,66,388
		2nd half	306,326,845	94,21,383	3,096,469	1,31,584	46,227,166	6,28,929
		Total .	809,689,163	2,29,40,059	15,513,380	11,30,287	90,249,459	11,95,317
XIII	Hyderabád-Shadipalli .	1st half	Included with the North Western State railway			...	...	...
		2nd half						
		Total .						
XIV	Oudh and Rohilkhand State(a).	1st half	80,019,384	26,03,122	375,868	18,141	6,102,127	93,157
		2nd half	60,124,579	18,84,016	214,461	21,399	6,205,357	97,561
		Total .	140,143,963	44,87,138	590,329	39,540	12,307,484	1,90,718
XV	Eastern Bengal State(b)	1st half	70,393,234	32,99,385	3,446	368	12,673,798	1,61,723
		2nd half	89,573,256	47,29,133	3,104	378	9,502,896	1,21,261
		Total .	159,966,490	80,28,518	6,550	746	22,176,694	2,82,984
XVI	Calcutta Port Commissioners'.	1st half	Details not furnished.		...	...	...	...
		2nd half						
		Total .	...	...	...	...	...	...
XVII	East Coast State .	1st half	25,387,920	6,17,004	62	9	4,900,501	61,445
		2nd half	11,200,521	3,49,347	1,125	118	3,760,461	47,154
		Total .	36,588,441	9,66,351	1,187	127	8,660,962	1,08,599
XIX	Great Indian Peninsula .	1st half	372,160,198	1,53,53,028	756,490	75,091	17,812,216	2,09,783
		2nd half	230,188,627	99,03,825	790,761	90,117	20,546,114	2,39,052
		Total .	602,348,825	2,52,56,853	1,547,251	1,65,208	38,358,330	4,48,835
XX	Bombay, Baroda and Central India.	1st half	171,587,370	68,67,426	80,805	8,457	6,539,758	1,26,105
		2nd half	87,580,145	37,55,209	49,870	5,209	9,915,524	1,40,689
		Total .	259,167,515	1,06,22,635	130,675	13,666	16,455,282	2,66,794
XXI	Madras . . .	1st half	60,350,740	28,67,463	202,707	37,851	2,463,385	54,188
		2nd half	53,405,119	26,84,124	259,519	37,983	3,391,461	74,989
		Total .	113,755,859	55,51,587	522,226	75,834	5,854,846	129,177
XXIV	Southern Punjab (Delhi-Samásata).	1st half	Included with the North Western State railway					
		2nd half						
		Total .	...	...	...	...	...	...
XXV	Tápti Valley (c) .	1st half	...	...	...	...	...	...
		2nd half	28,133	1,868	...	...	62,025	878
		Total .	28,133	1,868	...	...	62,025	878
XXXIII	The Nizam's Guaranteed State.	1st half	19,948,274	9,45,939	35,574	3,809	658,949	16,431
		2nd half	14,655,632	6,94,784	47,674	6,293	1,263,499	25,874
		Total .	34,603,906	16,40,714	83,248	10,102	1,922,448	42,305
XXXIV	Nágdá-Ujjain .	1st half	924,486	62,317	...	...	1,588	22
		2nd half	584,635	36,239	...	...	644	9
		Total .	1,509,121	98,556	...	...	2,232	31
XXXV	The Gaekwar's Petlád .	1st half	152,161	13,852	...	...	88	1
		2nd half	102,062	11,839	...	...	...	...
		Total .	254,223	25,691	...	...	88	1
	TOTAL STANDARD GAUGE carried over.	1st half	1,923,219,886	6,56,53,531	17,926,139	14,19,083	138,987,063	18,18,957
		2nd half	1,301,783,074	4,83,57,617	6,878,356	5,33,724	140,194,753	18,79,500
		Total .	3,225,002,960	11,40,11,148	24,804,495	19,52,807	279,181,816	36,98,457

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
391,335,771	67,57,697	1,68,446	2,21,38,445	12,174	2,21,26,271	1st half	I	
415,403,992	69,07,639	2,51,287	1,94,91,993	16,374	1,94,75,619	2nd half		
806,739,673	1,36,65,336	4,19,733	4,16,30,438	28,548	4,16,01,890	Total		
781,869	14,630	3,197	1,07,944	...	1,07,944	1st half	II	
725,073	12,604	519	1,46,826	900	1,45,926	2nd half		
1,506,942	27,234	3,716	2,54,770	900	2,53,870	Total		
21,636,273	3,43,122	810	30,17,323	...	30,17,323	1st half	III	
18,295,406	3,12,061	3,976	17,87,216	42	17,87,174	2nd half		
39,931,679	6,55,183	4,786	48,04,539	42	48,04,497	Total		
5,598,890	73,261	14,922	24,18,922	...	24,18,922	1st half	IV	
5,868,228	77,776	8,109	17,75,257	...	17,75,257	2nd half		
11,467,118	1,51,037	23,031	41,94,179	...	41,94,179	Total		
					7,26,443	1st half	VI	
					4,33,284	2nd half		
					11,59,727	Total		
					88,884	1st half	IX	
					47,012	2nd half		
					1,35,896	Total		
1,312	20	6	5,173	...	5,173	1st half	X	
4,548	183	2	2,461	...	2,461	2nd half		
5,860	203	8	7,634	...	7,634	Total		
25,511,310	3,61,867	2,24,963	1,56,70,597	8,44,835	1,48,25,762	1st half	XII	
20,921,300	2,89,293	2,43,000	1,07,14,189	5,50,036	1,01,64,153	2nd half		
46,432,610	6,51,160	4,07,963	2,63,84,786	13,94,871	2,49,89,915	Total		
...	...	...	...	...	72,585	1st half	XIII	
...	...	...	...	...	43,917	2nd half		
					1,16,502	Total		
9,001,948	1,32,816	16,579	28,63,815	276	28,63,539	1st half	XIV	(a) Including the Cawnpore-Burhwal railway (metre gauge link).
4,392,072	68,102	14,869	20,85,947	...	20,85,947	2nd half		
13,394,020	2,00,918	31,448	49,49,762	276	49,49,486	Total		
9,202,478	1,68,140	36,947	36,66,563	...	36,66,563	1st half	XV	(b) Including the metre and special gauge sections of the undertaking.
8,087,600	1,51,565	51,493	50,53,830	...	50,53,830	2nd half		
17,290,078	3,19,705	88,440	87,20,393	...	87,20,393	Total		
...	...	...	2,05,277	...	2,05,277	1st half	XVI	
			1,59,910	...	1,59,910	2nd half		
...	...	...	3,65,187	...	3,65,187	Total		
5,285,069	72,024	6,761	7,57,243	...	7,57,243	1st half	XVII	
933,391	14,427	8,123	4,19,169	...	4,19,169	2nd half		
6,218,460	86,451	14,884	11,76,412	...	11,76,412	Total		
48,421,199	6,52,666	1,31,389	1,64,21,957	...	1,64,21,957	1st half	XIX	
52,506,966	7,09,048	97,612	1,10,39,654	...	1,10,39,654	2nd half		
100,928,165	13,01,714	2,29,001	2,74,61,611	...	2,74,61,611	Total		
10,879,439	1,68,613	1,30,554	73,01,155	31	73,01,124	1st half	XX	
11,202,564	1,74,153	2,15,823	42,91,083	26	42,91,057	2nd half		
22,082,003	3,42,766	3,46,377	1,15,92,238	57	1,15,92,181	Total		
12,739,800	2,86,113	26,850	32,72,465	...	32,72,465	1st half	XXI	
18,030,895	3,98,145	23,567	32,18,808	...	32,18,808	2nd half		
30,770,695	6,84,258	50,417	64,91,273	...	64,91,273	Total		
...	...	...	...	...	5,66,589	1st half	XXIV	
					3,84,237	2nd half		
					9,50,826	Total		
...	...	...	...	...	...	1st half	XXV	(c) Opened for goods traffic on the 1st December 1898.
...	...	...	2,746	...	2,746	2nd half		
...	...	...	2,746	...	2,746	Total		
38,074,564	7,00,755	14,390	16,81,315	88,884	15,92,431	1st half	XXXIII	
42,688,185	7,29,119	7,843	14,63,913	47,012	14,16,901	2nd half		
80,762,749	14,29,874	22,233	31,45,228	1,35,896	30,09,332	Total		
3,235	55	276	62,670	...	62,670	1st half	XXXIV	
12,645	211	189	36,648	...	36,648	2nd half		
15,880	266	465	99,318	...	99,318	Total		
5,682	80	175	14,108	...	14,108	1st half	XXXV	
4,076	61	398	12,298	...	12,298	2nd half		
9,758	141	573	26,406	...	26,406	Total		
578,478,839	97,31,859	7,76,265	7,96,04,972	9,46,200	8,01,13,273	1st half		
599,076,851	98,44,387	9,26,810	6,17,01,948	6,14,390	6,19,96,008	2nd half		
1,177,555,690	1,95,76,246	17,03,075	14,13,06,920	15,60,590	14,21,09,281	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract I of

Classification Number.	Railway.	1898.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				£		£		£
	Standard Gauge—*concld.*							
	Brought forward Standard Gauge.	1st half	1,923,219,886	6,56,53,531	17,926,139	14,19,083	138,987,063	18,18,957
		2nd half	1,301,783,074	4,83,57,617	6,878,356	5,33,724	140,194,753	18,79,500
		Total .	3,225,002,960	11,40,11,148	24,804,495	19,52,807	279,181,816	36,98,457
XXXVI	Kolar Gold-fields .	1st half	197,542	22,284	...	...	5,467	157
		2nd half	283,589	21,027	...	...	17,440	435
		Total .	481,131	43,311	...	...	22,907	592
XXXVII	Rájpura-Bhátinda .	1st half						
		2nd half						
		Total .						
XXXVIII	Jammu and Kashmir (Native state section) .	1st half	Included with the North Western State railway.					
		2nd half						
		Total .						
	Total Standard Gauge	1st half	1,923,417,428	6,56,75,815	17,926,139	14,19,083	138,992,530	18,19,114
		2nd half	1,302,066,663	4,83,78,644	6,878,356	5,33,724	140,212,193	18,79,935
		Total .	3,225,484,091	11,40,54,459	24,804,495	19,52,807	279,204,723	36,99,049
	Metre Gauge.							
XL	Bengal and North-Western—							
	Tirhoot section .	1st half	55,254,145	17,26,695	2,188	52	5,406,105	89,398
	Company's section .	2nd half	41,717,465	12,62,828	297	31	3,332,506	47,288
		Total .	96,971,610	29,89,523	2,485	83	8,738,611	1,36,686
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	10,521,361	3,71,281	7,839	648	727,140	9,280
		2nd half	5,977,120	2,20,683	6,020	445	546,070	6,967
		Total .	16,498,481	5,91,964	13,859	1,093	1,273,210	16,247
XLII	Rajputana-Malwa .	1st half	255,327,433	88,77,951	883,051	72,183	4,766,284	69,776
		2nd half	156,524,616	59,70,249	509,684	41,174	7,138,226	1,24,000
		Total .	411,852,049	1,48,48,200	1,392,735	1,13,357	11,904,510	1,93,776
XLIII	Pálanpur-Deesa .	1st half	225,562	23,867	889	83	...	...
		2nd half	81,170	9,547	1,317	128	...	...
		Total .	306,732	33,414	2,206	211	...	...
XLIV	Southern Mahratta .	1st half	70,379,267	25,83,772	76,559	11,674	4,971,870	69,076
		2nd half	49,880,012	19,16,158	67,811	7,749	4,543,567	52,524
		Total .	120,259,279	44,99,930	144,370	19,423	9,515,437	1,21,600
XLV	Guntakal-Mysore frontier	1st half						
		2nd half						
		Total .						
XLVI	Mysore section (Southern Mahratta).	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total .						
XLVII	South Indian .	1st half	35,418,665	17,36,263	34,351	2,639	4,441,790	56,615
		2nd half	37,620,448	18,82,179	2,344	365	4,399,591	57,696
		Total .	73,039,113	36,18,442	36,695	3,004	8,841,381	114,311
XLVIII	Máyavaram-Mutupet .	1st half	637,259	31,033	137	19	95,272	1,154
		2nd half	613,754	30,724	7	1	267,260	3,400
		Total .	1,251,013	61,757	144	20	362,532	4,554
XLIX	Assam-Bengal .	1st half	2,975,640	1,28,479	2,139	222	7,170,053	91,458
		2nd half	4,437,176	1,95,731	8	1	6,658,981	84,979
		Total .	7,412,816	3,24,210	2,147	223	13,829,634	1,76,437
L	Burma . . .	1st half	58,406,604	24,30,041	161,316	12,376	9,710,278	97,644
		2nd half	39,137,233	15,78,662	136,380	11,780	9,748,058	98,963
		Total .	97,543,837	40,08,703	297,696	24,156	19,458,336	1,96,607
LIV	Deoghur . . .	1st half						
		2nd half	Details not furnished		...	...	...	...
		Total .						
LVI	Mymensingh-Jamalpur Jagannathganj (*a*)	1st half	...	...	...	...	...	...
		2nd half	42,265	2,855	...	...	7,471	96
		Total .	42,265	2,855	...	...	7,471	96
LVII	Rohilkund and Kumaon (Company's section) .	1st half	996,330	53,514	7,109	844	420,851	5,370
		2nd half	799,710	50,158	16,114	1,734	71,783	916
		Total .	1,706,040	103,672	23,223	2,578	492,634	6,286
LIX	Bengal Dooars . .	1st half	180,524	53,421	...	...	627,259	8,004
		2nd half	393,022	1,30,679	...	...	392	(*b*) *108*
		Total .	573,546	1,84,100	...	...	627,651	7,896
	Total Metre Gauge carried over	1st half	490,322,790	1,80,06,317	1,175,578	1,00,740	38,337,502	4,97,775
		2nd half	337,223,991	1,32,50,453	739,982	63,408	36,713,905	4,76,721
		Total(*c*)	827,546,781	3,12,50,770	1,915,560	1,64,148	75,051,407	9,74,496

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
578,478,839	97,31,859	7,76,265	7,96,04,972	9,46,200	8,01,13,273	1st half		
599,076,851	98,44,387	9,26,819	6,17,01,948	6,14,390	6,19,96,008	2nd half		
1,177,555,690	1,95,76,246	17,03,075	14,13,06,920	15,60,590	14,21,09,281	Total.		
544,694	55,027	116	77,584	...	77,584	1st half	XXXVI	
764,453	54,112	196	75,770	...	75,770	2nd half		
1,309,147	109,139	312	1,53,354	...	1,53,354	Total.		
					2,00,214	1st half	XXXVII	
					1,15,771	2nd half		
					3,15,985	Total.		
					5,446	1st half	XXXVIII	
					6,110	2nd half		
					11,556	Total.		
579,023,533	97,86,886	7,76,381	7,96,82,556	9,46,200	8,03,96,517	1st half		
599,841,304	98,98,499	9,27,006	6,17,77,718	6,14,390	6,21,93,659	2nd half		
1,178,864,837	1,96,85,385	17,03,387	14,14,60,274	15,60,590	14,25,90,176	Total.		
4,143,756	70,339	8,548	18,95,032	...	18,95,032	1st half	XL	
2,580,152	33,900	10,104	13,54,151	18	13,54,133	2nd half		
6,723,908	1,04,239	18,652	32,49,183	18	32,49,165	Total.		
7,228	96	2,206	3,83,511	...	3,83,511	1st half	XLI	
1,467	30	764	2,28,889	...	2,28,889	2nd half		
8,695	126	2,970	6,12,400	...	6,12,400	Total.		
9,136,156	1,53,530	34,941	92,08,381	7,27,097	84,81,284	1st half	XLII	
10,394,255	1,51,594	60,529	63,47,546	4,33,308	59,14,238	2nd half		
19,530,411	3,05,124	95,470	1,55,55,927	11,60,405	1,43,95,522	Total.		
450	6	208	14,164	...	14,164	1st half	XLIII	
374	6	107	9,788	...	9,788	2nd half		
824	12	315	23,952	...	23,952	Total.		
9,805,960	1,42,237	15,996	28,22,775	7,07,842	21,14,933	1st half	XLIV	
5,231,320	75,700	10,576	20,62,707	5,40,630	15,22,077	2nd half		
15,037,280	2,17,957	26,572	48,85,482	12,48,472	36,37,010	Total.		
					1,39,649	1st half	XLV	
					1,07,057	2nd half		
					2,46,706	Total.		
					4,86,883	1st half	XLVI	
					3,66,267	2nd half		
					8,53,150	Total.		
1,541,392	24,639	15,590	18,35,746	...	18,35,746	1st half	XLVII	
1,660,812	24,894	14,435	19,79,569	...	19,79,569	2nd half		
3,202,204	49,533	30,025	38,15,315	...	38,15,315	Total.		
39,160	520	343	33,069	...	33,069	1st half	XLVIII	
32,803	476	200	34,801	...	34,801	2nd half		
71,963	996	543	67,870	...	67,870	Total.		
848,946	13,591	4,594	2,38,344	...	2,38,344	1st half	XLIX	
990,736	15,124	1,560	2,97,395	...	2,97,395	2nd half		
1,839,682	28,715	6,154	5,35,739	...	5,35,739	Total.		
1,422,742	20,453	1,91,513	26,62,027	483	26,01,544	1st half	L	
2,356,414	35,009	66,172	17,91,186	38	17,91,148	2nd half		
3,779,156	56,062	1,67,685	44,53,213	521	44,52,692	Total.		
...	...	...	5,451	...	5,451	1st half	LIV	
			5,451	...	5,451	2nd half		
						Total.		
...	...	...	...	...	...	1st half	LVI	(a) Opened for goods traffic on the 15th October 1898.
...	...	35	2,986	286	2,700	2nd half		
...	...	35	2,986	286	2,700	Total.		
...	...	3,721	63,449	...	63,449	1st half	LVII	(b) Represents a write-back of R112-12 for the 1st half and R5 only due for carriage of Revenue stores during the second half of 1898.
7,688	154	—1,209	51,753	...	51,753	2nd half		
7,688	154	2,512	1,15,202	...	1,15,202	Total.		
7,473	1,120	852	63,397	...	63,397	1st half	LIX	
11,438	1,662	421	1,32,654	...	1,32,654	2nd half		
18,911	2,782	1,273	1,96,051	...	1,96,051	Total.		
26,953,263	4,26,551	1,88,512	1,92,19,895	14,35,422	1,84,11,005	1st half		(c) Including the Deoghur railway, for which yearly figures are shown.
23,207,459	3,39,149	1,63,694	1,42,98,876	9,74,280	1,37,92,469	2nd half		
50,220,722	7,65,700	3,52,206	3,35,18,771	24,09,702	3,22,08,925	Total.(c)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract I of

Classification Number.	Railway.	1898.	General merchandise.		Military stores.		Railway materials for construction and revenue stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				₹		₹		₹
	Metre gauge—*concld.*							
	Brought forward	1st half	490,322,790	1,80,06,317	1,175,578	1,00,740	38,337,502	4.97,775
		2nd half	337,223,991	1,32,50,453	739,982	63,408	36,713,905	4.76,721
		Total (*a*)	827,546,781	3.12,56,770	1,915,560	1,64,148	75,051,407	9,74,496
	METRE GAUGE.							
LX	Dibru-Sadiya	1st half	765,784	1,29,162	...	...	70,420	1,022
		2nd half	731,047	1,46,911	...	...	23,266	353
		Total	1,496,831	2,76,073	...	...	93,686	1,375
LXI	Ledo and Tikak-Maighe-rita Colliery	1st half	...	8,198	...	...	...	...
		2nd half	...	7,732	...	...	...	...
		Total	...	15,930	...	...	...	...
LXII	Ahmedabad-Parántij	1st half	831,340	43,842	...	...	6,988	96
		2nd half	432,695	24,954	...	...	2,272	32
		Total	1,264,035	68,796	...	...	9,260	128
LXIV	The Gaekwar's Mehsána	1st half	2,651,637	1,23,981	...	...	9 480	170
		2nd half	1,321,720	80,304	...	...	14,031	239
		Total	3,973,357	2,04,285	...	...	23,511	409
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.					
		2nd half						
		Total						
LXVI	Yesvantpur-Mysore frontier.	1st half						
		2nd half						
		Total						
LXVII	Mysore-Nanjangúd	1st half						
		2nd half						
		Total						
LXXI	Jodhpur-Bikaner—							
	Jodhpur section	1st half	6,095,345	3,02,976	1,427	240	147,118	2,688
		2nd half	6,715,953	3,81,824	113	19	1,171,952	21,671
		Total	12,811,298	6,84,800	1,540	259	1,319,070	24,359
	Bikaner section	1st half	579,247	31,861	339	61	875	16
		2nd half	912,463	47,815	...	...	6,381	154
		Total	1,491,710	79,676	339	61	7,256	170
LXXII	Udaipur-Chitor	1st half	264,851	23,242	699	130	8,109	115
		2nd half	233,699	27,167	88	16	4,624	65
		Total	498,550	50,409	787	146	12,733	180
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	9,642,051	6,58,669	117	18	475,228	4422
		2nd half	3,457,650	2,22,065	105	18	483,693	3,952
		Total	13,099,701	8,80,734	222	36	958,921	8,374
LXXIV	Jetalsar-Rájkot	1st half	429,455	29,943	...	...	8,398	237
		2nd half	217,151	15,487	161	25	5,659	161
		Total	646,606	45,430	161	25	14,057	398
LXXV	Jámnagar	1st half	196,129	14,740	37	6	7,708	171
		2nd half	183,444	12,550	...	...	4,095	118
		Total	379,573	27,290	37	6	11,803	289
LXXVI	Dhrangadra(*b*)	1st half	...	...	...	...	...	...
		2nd half	120,146	11,226	...	...	619	22
		Total	120,146	11,226	...	...	619	22
	TOTAL METRE GAUGE	1st half	511,778,629	1,93,72,931	1,178,197	1,01,195	39,071,826	5,06,712
		2nd half	351,549,959	1,42,28,483	740,449	63,486	38,430,497	5,03,488
		Total(*a*)	863,328,588	3,36,01,419	1,918,646	1,64,681	77,502,323	10,10,200

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	₹	₹	₹	₹	₹			
26,953,263	4,26,551	1,88,512	1,92,19,895	14,35,422	1,84,11,005	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
23,267,459	3,39,149	1,63,694	1,42,98,876	9,74,280	1,37,92,469	2nd half		
50,220,722	7,65,700	3,52,206	3,35,18,771	24,09,702	3,22,08,925	Total (a)		
6,342,946	1,81,650	475	3,12,309	...	3,12,309	1st half	LX	
5,156,264	1,51,230	393	2,98,887	...	2,98,887	2nd half		
11,499,210	3,32,880	868	6,11,196	...	6,11,196	Total		
...	21,834	...	30,032	...	30,032	1st half	LXI	
...	17,549	...	25,281	...	25,281	2nd half		
...	39,383	...	55,313	...	55,313	Total		
...	...	231	44,169	...	44,169	1st half	LXII	
...	...	2,978	27,964	...	27,964	2nd half		
...	...	3,209	72,133	...	72,133	Total		
46	3	629	1,24,783	...	1,24,783	1st half	LXIV	
92	5	327	80,875	...	80,875	2nd half		
138	8	956	2,05,658	...	2,05,658	Total		
					26,012	1st half	LXV	
					18,977	2nd half		
					44,989	Total		
					52,898	1st half	LXVI	
					46,075	2nd half		
					98,973	Total		
					2,400	1st half	LXVII	
					2,254	2nd half		
					4,654	Total		
195,771	3,942	1,898	3,11,744	...	3,11,744	1st half	LXXI	
298,471	5,475	1,060	4,10,049	...	4,10,049	2nd half		
494,242	9,417	2,958	7,21,793	...	7,21,793	Total		
27,586	741	399	33,078	...	33,078	1st half		
46,149	841	476	49,286	...	49,286	2nd half		
73,735	1,582	875	82,364	...	82,364	Total		
...	...	591	24,078	...	24,078	1st half	LXXII	
...	...	—149	27,099	...	27,099	2nd half		
...	...	442	51,177	...	51,177	Total		
447,389	11,433	1,659	6,76,201	379	6,75,822	1st half	LXXIII	
470,256	12,563	698	2,39,296	...	2,39,296	2nd half		
917,645	23,996	2,357	9,15,497	379	9,15,118	Total		
771	25	113	30,318	32	30,286	1st half	LXXIV	
1,370	49	430	16,152	...	16,152	2nd half		
2,141	74	543	46,470	32	46,438	Total		
13,606	470	70	15,457	...	15,457	1st half	LXXV	
677	15	90	12,773	...	12,773	2nd half		
14,283	485	160	28,230	...	28,230	Total		
...	...	...	...	...	...	1st half	LXXVI	(b) Opened for goods traffic on the 1st June 1898.
1,182	35	4	11,287	...	11,287	2nd half		
1,182	35	4	11,287	...	11,287	Total		
33,981,378	6,46,649	1,94,577	2,08,22,664	14,35,833	2,00,94,073	1st half		
29,241,920	5,26,911	1,70,001	1,54,97,825	9,74,280	1,50,58,724	2nd half		
63,223,298	11,73,560	3,64,578	3,63,19,889	24,10,113	3,51,58,248	Total(a)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract I of

assification Number.	RAILWAY.	1898.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION AND REVENUE STORES.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
	SPECIAL GAUGES.			R		R		R
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXXII	Jorhát (2′ 0″) .	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″).	1st half	525,290	1,78,219	3,249	1,279	13,946	3,013
		2nd half	570,573	2,14,549	2,134	1,199	6,409	1,386
		Total .	1,095,863	3,92,768	5,383	2,478	20,355	4,399
LXXXIV	Bársi Light (2′ 6″) .	1st half	680,463	76,433	...	...	116	5
		2nd half	306,887	31,622	14	2	3,555	87
		Total .	987,350	1,08,055	14	2	3,671	92
LXXXV	Howrah-Amta (2′ 0″) .	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXXVI	Howrah-Sheakhalla (2′ 0″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXXVII	Tarakeshwar-Magra (2′ 6″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXXVIII	Tezpur-Balipara (2′ 6″)	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
XCI	The Gaekwar's Dabhoi (2′ 6″).	1st half	1,122,296	80,418	...	...	63,491	1,287
		2nd half	474,446	41,776	...	...	28,418	753
		Total .	1,596,742	1,22,194	...	...	91,819	2,040
XCII	Rajpipla (2′ 6″) .	1st half	26,830	2,943	...	...	29,030	810
		2nd half	8,055	1,005	...	...	14,024	193
		Total .	34,885	3,948	...	...	43,054	1,003
XCIV	Cooch Behar (2′ 6″) .	1st half	150,302	14,929	...	...	51,346	2,551
		2nd half	106,289	12,143	...	...	56,071	1,478
		Total .	256,591	27,072	...	...	107,417	4,029
XCV	Morvi (2′ 6″) .	1st half	1,110,426	88,395	2,223	342	18,563	368
		2nd half	595,832	44,312	240	38	51,556	640
		Total .	1,706,258	1,32,707	2,463	380	70,119	1,008
	TOTAL SPECIAL GAUGES	1st half	3,615,607	4,41,337	5,472	1,621	176,402	8,034
		2nd half	2,062,082	3,45,407	2,388	1,239	160,033	4,537
		Total .	5,677,689	7,86,744	7,860	2,860	336,435	12,571
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	4,094,490,368	14,84,42,622	26,731,001	21,20,348	357,043,481	47,21,820

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Coal.		Miscel-laneous.	Total.	Deductions.	Net Total.	1898.	Classification Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
...	...	...	1,286	...	1,286	1st half		
...	...	...	712	...	712	2nd half		
...	...	...	1,998	...	1,998	Total		
...	...	...	38,525	...	38,525	1st half	LXXXII	
...	...	...	44,632	...	44,632	2nd half		
...	...	...	83,157	...	83,157	Total		
94,990	13,354	4,404	2,00,269	...	2,00,269	1st half	LXXXIII	
68,909	10,287	4,452	2,31,873	...	2,31,873	2nd half		
163,899	23,641	8,856	4,32,142	...	4,32,142	Total		
2,467	128	188	76,754	3	76,751	1st half	LXXXIV	
...	...	107	31,818	32	31,786	2nd half		
2,467	128	295	108,572	35	1,08,537	Total		
...	...	...	1,326	...	1,326	1st half	LXXXV	
...	...	...	3,201	...	3,201	2nd half		
...	...	...	4,527	...	4,527	Total		
...	...	...	1,189	...	1,189	1st half	LXXXVI	
...	...	...	2,410	...	2,410	2nd half		
...	...	...	3,599	...	3,599	Total		
...	...	...	3,151	...	3,151	1st half	LXXXVII	
...	...	...	2,877	...	2,877	2nd half		
...	...	...	6,028	...	6,028	Total		
...	...	...	18,024	...	18,024	1st half	LXXXVIII	
...	...	...	30,848	...	30,848	2nd half		
...	...	...	48,872	...	48,872	Total		
5,525	81	137	81,923	...	81,923	1st half	XCI	
6,238	103	159	42,791	...	42,791	2nd half		
11,763	184	296	1,24,714	...	1,24,714	Total		
...	...	...	3,753	...	3,753	1st half	XCII	
185	3	...	1,201	...	1,201	2nd half		
185	3	...	4,954	...	4,954	Total		
3,506	248	1,175	18,903	...	18,903	1st half	XCIV	
2,711	200	284	14,105	...	14,105	2nd half		
6,217	448	1,459	33,008	...	33,008	Total		
27,728	1,407	291	90,803	...	90,803	1st half	XCV	
2,973	—145	277	45,122	...	45,122	2nd half		
30,701	1,262	568	1,35,925	...	1,35,925	Total		
134,216	15,218	6,195	5,35,906	3	5,35,903	1st half		
81,016	10,448	5,279	4,51,590	32	4,51,558	2nd half		
215,232	25,666	11,474	9,87,496	35	9,87,461	Total		
1,242,303,367	2,08,84,611	20,79,439	17,87,67,659	39,70,738	17,87,35,885			

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1898. [From No. VIII of

Classification Number.	Railway.	1898.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	STANDARD GAUGE.					
I	East Indian	1st half	18,98,252	29,35,837	10,67,350	20,03,462
		2nd half	25,18,771	29,47,811	7,54,105	19,03,352
		Total	44,17,023	58,83,648	18,21,455	39,06,814
II	Bengal Central	1st half	86,630	80,131	28,536	61,447
		2nd half	78,137	40,072	20,677	67,596
		Total	1,64,767	1,20,203	49,263	1,29,043
III	Bengal-Nágpur	1st half	4,09,055	5,30,751	1,25,912	3,03,760
		2nd half	5,44,261	4,83,589	1,31,408	2,85,378
		Total	9,53,316	10,14,340	2,57,320	5,89,138
IV	Indian Midland	1st half	3,56,497	6,93,284	1,56,537	2,60,467
		2nd half	4,03,780	6,63,875	1,69,571	2,70,672
		Total	7,60,277	13,57,159	3,26,108	5,31,139
VI	Godhra-Rutlam-Nágdá	1st half	78,977	1,51,994	24,220	45,981
		2nd half	90,810	1,38,782	24,769	42,213
		Total	1,69,787	2,90,776	48,989	88,194
VII	Wardha Coal	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
VIII	Dhond-Manmád	1st half				
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	6,860	12,435	3,337	6,425
		2nd half	7,156	8,145	2,000	4,391
		Total	14,016	20,580	5,337	10,816
X	Washermenpet-Gnpúr section (Bezwada-Madras).	1st half	2,862	4,459	1,071	1,956
		2nd half	4,223	3,768	829	1,518
		Total	7,085	8,227	1,900	3,474
XII	North Western State	1st half	30,17,381	37,85,119	6,70,017	13,99,837
		2nd half	26,93,020	34,60,025	8,07,503	14,40,782
		Total	57,10,401	72,45,144	14,77,520	28,40,619
XIII	Hyderabad-Shadipalli	1st half	23,720	27,849	8,497	10,887
		2nd half	27,964	23,048	7,032	9,010
		Total	51,684	50,897	15,529	19,897
XIV	Oudh and Rohilkhand State	1st half	4,96,453	8,06,903	1,11,682	4,12,949
		2nd half	7,53,510	4,93,987	3,64,447	4,10,228
		Total	12,49,963	13,00,890	4,76,129	8,23,177
XV	Eastern Bengal State	1st half	4,20,222	3,57,912	1,87,469	5,18,659
		2nd half	4,07,267	4,47,394	1,33,104	5,24,214
		Total	8,27,489	8,05,306	3,20,573	10,42,873
XVI	Calcutta Port Commissioners'	1st half	17,921	27,028	16,761	79,771
		2nd half	22,627	20,923	10,580	51,974
		Total	40,548	47,951	27,341	1,31,745
XVII	East Coast State	1st half	2,65,843	3,72,528	63,632	1,84,251
		2nd half	2,44,473	2,99,899	69,970	1,82,862
		Total	5,10,316	6,72,427	1,33,602	3,67,113
XIX	Great Indian Peninsula	1st half	19,61,303	39,35,868	18,26,664	15,36,690
		2nd half	20,17,588	35,34,176	18,66,540	14,54,447
		Total	39,78,891	74,70,044	36,93,204	29,91,137
	TOTAL STANDARD GAUGE carried over	1st half	90,41,976	1,37,22,098	42,91,735	68,26,542
		2nd half	98,13,587	1,25,65,494	43,62,535	66,48,637
		Total	1,88,55,563	2,62,87,592	86,54,270	1,34,75,179

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£			
9,49,946	79,146	7,73,209	97,07,202	1st half	I	
9,79,697	68,326	5,82,918	97,54,980	2nd half		
19,29,643	1,47,472	13,56,127	1,94,62,182	Total		
66,265	...	32,217	3,55,276	1st half	II	
66,529	...	28,363	3,01,374	2nd half		
1,32,794	...	60,580	6,56,650	Total		
2,77,253	...	69,573	17,16,304	1st half	III	
3,06,517	...	47,882	17,99,035	2nd half		
5,83,770	...	1,17,455	35,15,339	Total		
2,47,319	...	1,32,092	18,46,196	1st half	IV	
2,54,491	...	1,38,363	19,00,752	2nd half		
5,01,810	...	2,70,455	37,46,948	Total		
37,370	...	3,336	3,41,878	1st half	VI	
35,555	...	4,589	3,36,718	2nd half		
72,925	...	7,925	6,78,596	Total		
(*a*)675	...	...	(*a*) 675	1st half	VII	(*a*) Expenditure incurred direct by the State.
(*a*)675	...	...	(*a*) 675	2nd half		
1,350	...	...	1,350	Total		
(*a*)6,152	...	...	(*a*) 6,152	1st half	VIII	
(*a*)6,152	...	...	(*a*) 6,152	2nd half		
12,304	...	...	12,304	Total		
6,597	...	8,037	43,691	1st half	IX	
4,338	...	3,950	29,980	2nd half		
10,935	...	11,987	73,671	Total		
1,362	...	1,511	13,221	1st half	X	
978	...	1,050	12,366	2nd half		
2,340	...	2,561	25,587	Total		
6,45,586	20,189	2,08,029	97,46,158	1st half	XII	
6,67,412	20,579	1,92,072	92,81,393	2nd half		
13,12,998	40,768	4,00,101	1,90,27,551	Total		
6,497	...	1,705	79,155	1st half	XIII	
4,868	...	1,411	73,333	2nd half		
11,365	...	3,116	1,52,488	Total		
2,23,120	...	1,50,387	22,01,494	1st half	XIV	
2,12,679	...	1,07,526	23,42,377	2nd half		
4,35,799	...	2,57,913	45,43,871	Total		
1,94,046	(*b*)—10,786	95,656	17,63,178	1st half	XV	(*b*) Write-back of handling charges erroneously debited to "loading and unloading vessels" in the accounts for the second-half of 1897.
1,76,485	37,240	1,45,248	18,70,952	2nd half		
3,70,531	26,454	2,40,904	36,34,130	Total		
14,565	...	5,255	1,61,301	1st half	XVI	
7,998	...	3,278	1,17,380	2nd half		
22,563	...	8,533	2,78,681	Total		
1,60,367	46,347	16,075	11,09,043	1st half	XVII	
1,57,665	37,859	13,513	10,06,241	2nd half		
3,18,032	84,206	29,588	21,15,284	Total		
6,71,108	...	3,51,829	(*c*) 1,05,46,944	1st half	XIX	(*c*) Including R2,53,482 in the first-half, and R1,82,018 in the second-half of 1898, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,54,940	...	3,21,101	(*c*) 1,00,30,810	2nd half		
13,26,048	...	6,72,930	2,05,77,754	Total		
35,08,228	1,34,896	18,48,911	3,96,37,868	1st half		
35,36,979	1,64,004	15,91,264	3,88,64,518	2nd half		
70,45,207	2,98,900	34,40,175	7,85,22,386	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1898. [From No. VIII of

Classification Number.	Railway.	1898.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	90,41,976	1,37,22,098	42,91,375	68,26,542
		2nd half	98,13,587	1,25,65,494	43,62,535	66,48,637
		Total	1,88,55,563	2,62,87,592	86,54,270	1,34,75,179
XX	Bombay, Baroda and Central India	1st half	12,08,760	13,03,605	4,73,283	5,11,726
		2nd half	5,94,219	12,09,361	4,62,013	4,98,496
		Total	18,02,979	25,12,966	9,35,296	10,10,222
XXI	Madras	1st half	5,41,515	9,57,248	2,30,042	4,19,982
		2nd half	7,03,741	10,55,342	2,35,058	4,29,914
		Total	12,45,256	20,12,590	4,65,100	8,49,896
XXIII	Tarkessur	1st half	Included with the East Indian railway.			
		2nd half				
		Total				
XXIV	Southern Punjab (Delhi Samásata)	1st half	Charged to Capital.	2,06,452	62,992	80,711
		2nd half	...	1,62,520	49,588	63,536
		Total	...	3,68,972	1,12,580	1,44,247
XXV	Tapti Valley (b)	1st half	...	...	...	...
		2nd half	273	537	194	215
		Total	273	537	194	215
XXIX	Amráoti	1st half	Included with the Great Indian Peninsula railway.			
		2nd half				
		Total				
XXX	Bína-Goona	1st half	Included with the Indian Midland railway.			
		2nd half				
		Total				
XXXI	Bhopal-Ujjain	1st half				
		2nd half				
		Total				
XXXIII	The Nizám's Guaranteed State	1st half	2,33,810	2,37,233	63,478	1,22,594
		2nd half	2,16,130	2,44,319	59,689	1,31,740
		Total	4,49,940	4,81,552	1,23,167	2,54,334
XXXIV	Nágdá-Ujjain	1st half	9,753	11,033	3,771	4,227
		2nd half	5,135	10,091	3,644	4,047
		Total	14,888	21,124	7,415	8,274
XXXV	The Gaekwar's Petlád	1st half	2,057	3,397	1,233	1,334
		2nd half	3,511	4,950	1,891	2,041
		Total	5,568	8,347	3,124	3,375
XXXVI	Kolar Gold-fields	1st half	10,203	18,042	4,334	7,914
		2nd half	16,125	24,463	5,386	9,853
		Total	26,328	42,505	9,720	17,767
XXXVII	Rájpura-Bhátinda	1st half	62,800	78,213	23,867	30,588
		2nd half	49,154	61,218	18,681	23,941
		Total	1,11,954	1,39,431	42,548	54,529
XXXVIII	Jammu and Kashmir (Native state section).	1st half	3,677	4,580	1,398	1,791
		2nd half	4,066	5,065	1,545	1,981
		Total	7,743	9,645	2,943	3,772
	TOTAL STANDARD GAUGE	1st half	1,11,14,551	1,65,41,901	51,56,133	80,07,409
		2nd half	1,14,05,941	1,53,43,360	52,00,224	78,14,401
		Total	2,25,20,492	3,18,85,261	1,03,56,357	1,58,21,810
	METRE GAUGE.					
XL	Bengal and North-Western—Tirhoot section / Company's section	1st half	3,53,347	2,93,723	78,512	2,30,126
		2nd half	4,35,310	2,87,975	66,966	2,61,117
		Total	7,88,657	5,81,698	1,45,478	4,91,243
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon).	1st half	68,852	60,782	18,880	46,402
		2nd half	59,980	43,609	15,510	40,117
		Total	1,28,832	1,04,391	34,390	86,519
XLII	Rajputana-Malwa	1st half	9,98,551	18,41,927	4,46,094	8,21,375
		2nd half	9,43,364	14,50,773	4,47,004	7,67,053
		Total	19,41,915	32,92,700	8,93,098	15,88,428
XLIII	Pálanpur-Deesa	1st half	1,678	3,095	750	1,380
		2nd half	1,815	2,905	850	1,479
		Total	3,493	6,000	1,600	2,859
XLIV	Southern Mahratta	1st half	4,30,544	5,97,823	1,59,229	3,02,560
		2nd half	4,11,647	4,90,177	1,44,125	2,85,693
		Total	8,42,191	10,88,000	3,03,354	5,88,253
	TOTAL METRE GAUGE carried over	1st half	18,52,972	27,97,350	7,03,465	14,01,843
		2nd half	18,52,116	22,75,439	6,74,455	13,55,459
		Total	37,05,088	50,72,789	13,77,920	27,57,302

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1898.	Classification Number.	Remarks.
R	R	R	R			
35,08,228	1,34,896	18,48,911	3,96,37,868	1st half		
35,36,979	1,64,004	15,91,264	3,88 64,518	2nd half		
70,45,207	2,98,900	34,40,175	7,85,22,386	Total		
2,64,012	...	1,42,124	39,03,510	1st half	XX	
2,72,789	...	91,828	31,28,706	2nd half		
5,36,801	...	2,33,952	70,32,216	Total		
2,80,478	...	42,582	24,77,847	1st half	XXI	
2,72,281	...	44,394	27,40,730	2nd half		
5,58,759	...	86,976	52,18,577	Total		
		(a)25,065	(a) 25,065	1st half	XXIII	(a) Represents contribution to the Provident Fund and 4th share of net earnings paid to the East Indian railway.
		(a)16,551	(a) 16,551	2nd half		
		41,616	41,616	Total		
43,607	...	12,639	4,06,401	1st half	XXIV	
34,328	...	9,950	3,19,922	2nd half		
77,935	...	22,589	7,26,323	Total		
...	...	...	...	1st half	XXV	(b) Opened to traffic on the 1 th December 1898.
123	...	39	1,381	2nd half		
123	...	39	1,381	Total		
(c) 443	...	...	(c) 443	1st half	XXIX	(c) Expenditure incurred direct by the State.
(c) 442	...	...	(c) 442	2nd half		
885	...	...	885	Total		
(c) 1,880	...	(c) 1,993	(c)3,873	1st half	XXX	
(c) 1,095	...	(c) 1,093	(c)3,088	2nd half		
2,975	...	3,986	6,961	Total		
(c) 1,710	...	...	(c) 1,710	1st half	XXXI	
(c) 1,710	...	...	(c) 1,710	2nd half		
3,420	...	...	3,420	Total		
1,25,867	...	46,276	8,29,258	1st half	XXXIII	
1,30,155	...	21,741	8,03,774	2nd half		
2,56,022	...	68,017	16,33,032	Total		
2,284	...	1,103	32,171	1st half	XXXIV	
2,308	...	722	25,947	2nd half		
4,592	...	1,825	58,118	Total		
688	...	370	9,079	1st half	XXXV	
1,117	...	376	13,886	2nd half		
1,805	...	746	22,965	Total		
5,511	...	6,113	52,117	1st half	XXXVI	
6,352	...	7,573	69,752	2nd half		
11,863	...	13,686	1,21,869	Total		
16,518	...	4,791	2,16,777	1st half	XXXVII	
12,929	...	3,750	1,69,673	2nd half		
29,447	...	8,541	3,86,450	Total		
967	...	281	12,694	1st half	XXXVIII	
1,070	...	310	14,037	2nd half		
2,037	...	591	26,731	Total		
42,58,193	1,34,896	21,32,248	4,76,08,813	1st half		
42,73,678	1,64,004	17,90,491	4,61,74,117	2nd half		
85,31,871	2,98,900	39,22,739	9,37,82,930	Total		
1,87,615	1,30,962	58,318	13,32,603	1st half	XL	
2,16,851	1,20,406	87,330	14,75,955	2nd half		
4,04,466	2,51,368	1,45,648	28,08,558	Total		
49,328	...	40,539	2,84,783	1st half	XLI	
50,553	...	36,813	2,46,582	2nd half		
99,881	...	77,352	5,31,365	Total		
5,64,824	...	76,272	47,49,043	1st half	XLII	
5,60,510	...	73,018	42,41,722	2nd half		
11,25,334	...	1,49,290	89,90,765	Total		
949	...	128	7,980	1st half	XLIII	
1,067	...	140	8,256	2nd half		
2,016	...	268	16,236	Total		
3,48,349	...	41,211	18,79,716	1st half	XLIV	
2,94,406	...	53,693	16,79,741	2nd half		
6,42,755	...	94,904	35,59,457	Total		
11,51,065	1,30,962	2,16,468	82,54,125	1st half		
11,23,387	1,20,406	2,50,994	76,52,256	2nd half		
22,74,452		4,67,462	1,59,06,381	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1898. [From No. VIII of

Classification Number.	Railway.	1898.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	METRE GAUGE—*contd.*					
	Brought forward METRE GAUGE	1st half	18,52,972	27,97,350	7,03,465	14,01,843
		2nd half	18,52,116	22,75,439	6,74,455	13,55,459
		Total .	37,05,088	50,72,789	13,77,920	27,57,302
XLV	Guntakal-Mysore frontier . . .	1st half	36,137	50,178	13,365	25,395
		2nd half	34,095	40,599	11,937	23,663
		Total .	70,232	90,777	25,302	49,058
XLVI	Mysore section (Southern Mahratta)	1st half	1,20,852	1,69,556	45,141	85,824
		2nd half	1,07,033	1,27,084	37,366	74,069
		Total .	2,27,885	2,96,640	82,507	1,59,893
XLVII	South Indian	1st half	4,63,737	8,43,098	2,56,386	3,97,732
		2nd half	4,30,640	8,60,120	2,53,142	4,01,136
		Total .	8,94,377	17,03,218	5,09,528	7,98,868
XLVIII	Máyavaram-Mutupet	1st half	13,216	24,026	7,306	11,335
		2nd half	12,880	25,726	7,571	11,998
		Total	26,096	49,752	14,877	23,333
XLIX	Assam-Bengal	1st half	1,48,279	85,378	14,834	82,402
		2nd half	4,54,591	1,16,320	32,654	81,500
		Total .	6,02,870	2,01,698	44,488	1,63,902
L	Burma	1st half	6,21,361	8,28,466	2,09,393	4,89,706
		2nd half	6,62,227	8,54,151	2,19,568	4,76,433
		Total .	12,83,588	16,82,617	4,28,961	9,66,139
LI	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch).	1st half	3,33,213	2,47,717	73,846	2,40,285
		2nd half	3,15,428	2,81,500	91,418	2,15,056
		Total .	6,48,641	5,29,217	1,65,264	4,55,341
	Dacca section	1st half	45,030	35,403	9,720	42,110
		2nd half	41,455	40,280	10,731	40,455
		Total .	86,485	75,683	20,451	82,565
LII	Deoghur	1st half	4,770	9,557	2,626	5,649
		2nd half				
		Total .	4,770	9,557	2,626	5,649
LVI	Mymensing-Jamalpur-Jaganathganj (*a*) .	1st half	...	...	...	...
		2nd half	Details not furnished.			
		Total .	...	...	...	...
LVII	Rohilkund and Kumaon (Company's section).	1st half	25,898	22,862	7,101	17,454
		2nd half	32,421	23,572	8,384	21,685
		Total .	58,319	46,434	15,485	39,139
LIX	Bengal Dooars	1st half	13,073	12,192	2,497	13,634
		2nd half	23,363	13,357	2,668	16,029
		Total .	36,436	25,549	5,165	29,663
LX	Dibru-Sadiya	1st half	1,54,778	43,381	21,883	23,577
		2nd half	86,292	44,566	21,698	24,732
		Total .	2,41,070	87,947	43,581	48,309
LXI	Ledo and Tikak-Margherita Colliery .	1st half	13,162	3,249	1,621	1,771
		2nd half	19,105	2,973	1,447	1,650
		Total .	32,267	6,222	3,068	3,421
LXII	Ahmedabad-Parántij	1st half	7,216	13,316	3,224	5,936
		2nd half	6,574	10,200	3,107	5,348
		Total	13,790	23,516	6,331	11,284
LXIV	The Gaekwar's Mehsána . . .	1st half	16,625	30,666	7,427	13,675
		2nd half	15,110	23,749	7,114	12,301
		Total .	31,735	54,415	14,541	25,976
LXV	Kolhápur	1st half	6,075	8,530	2,271	4,317
		2nd half	6,758	8,212	2,414	4,786
		Total .	12,833	16,742	4,685	9,103
LXVI	Yesvantpur-Mysore frontier . . .	1st half	15,120	21,149	5,631	10,705
		2nd half	14,179	17,254	5,073	10,056
		Total .	29,299	38,403	10,704	20,761
	TOTAL METRE GAUGE carried over .	1st half	38,86,744	52,36,511	13,82,111	28,67,701
		2nd half	41,14,267	47,65,102	13,90,747	27,76,356
		Total (*b*)	80,05,781	1,00,11,170	27,75,484	56,49,706

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	,1898.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
11,51,065	1,30,962	2,16,468	82,54,125	1st half		
11,23,387	1,20,406	2,50,994	76,52,256	2nd half		
22,74,452	2,51,368	4,67,462	1,59,06,381	Total		
25,740	...	5,174	1,55,989	1st half	XLV	
20,932	...	6,015	1,37,241	2nd half		
46,672	...	11,189	2,93,230	Total		
98,829	...	17,485	5,37,687	1st half	XLVI	
77,362	...	18,829	4,41,743	2nd half		
1,76,191	...	36,314	9,79,430	Total		
3,10,841	...	39,156	23,10,950	1st half	XLVII	
3,06,570	...	52,674	23,04,282	2nd half		
6,17,411	...	91,830	46,15,232	Total		
8,858	...	25,757	90,498	1st half	XLVIII	
9,170	...	10,729	78,074	2nd half		
18,028	...	36,486	1,68,572	Total		
1,14,164	...	6,330	4,48,387	1st half	XLIX	
1,13,248	...	6,873	8,05,186	2nd half		
2,27,412	...	13,203	12,53,573	Total		
4,15,371	27,768	59,233	26,51,298	1st half	L	
2,70,405	29,139	39,708	25,51,631	2nd half		
6,85,776	56,907	98,941	52,02,929	Total		
1,33,855	1,64,275	34,434	12,27,625	1st half	LI	
1,10,354	1,74,370	34,504	12,22,630	2nd half		
2,44,209	3,38,645	68,938	24,50,255	Total		
12,093	...	4,495	1,48,851	1st half		
12,294	...	4,303	1,49,578	2nd half		
24,387	...	8,858	2,98,429	Total		
2,698	...	199	25,499	1st half	LIV	
2,698	...	199	25,499	2nd half		
...	...	...	...	Total	LVI	(a) Opened for traffic on the 15th October 1898.
...	...	...	3,447	1st half		
...	...	...	3,447	2nd half		
18,554	...	85,248	1,07,117	Total	LVII	
27,332	...	19,898	1,33,292	1st half		
45,886	...	35,146	2,40,409	2nd half		
14,031	6,213	1,704	63,344	Total	LIX	
14,963	13,818	6,927	91,125	1st half		
28,994	20,031	8,631	1,54,469	2nd half		
37,070	...	793	2,81,482	Total	LX	
39,509	...	658	2,17,455	1st half		
76,579	...	1,451	4,98,937	2nd half		
2,774	...	1,562	24,139	Total	LXI	
939	...	1,308	27,422	1st half		
3,713	...	2,870	51,561	2nd half		
4,082	...	551	34,319	Total	LXII	
3,898	...	508	29,635	1st half		
7,980	...	1,059	63,954	2nd half		
9,404	...	1,270	79,067	Total	LXIV	
8,930	...	1,168	68,372	1st half		
18,334	...	2,438	1,47,439	2nd half		
4,376	...	880	26,449	Total	LXV	
4,234	...	1,217	27,621	1st half		
8,610	...	2,097	54,070	2nd half		
10,851	...	2,181	65,637	Total	LXVI	
8,896	...	2,556	58,014	1st half		
19,747	...	4,737	1,23,651	2nd half		
23,71,958	3,29,218	4,32,721	1,65,06,904	Total		
21,52,423	3,37,733	4,58,929	1,59,99,904	1st half		
45,27,079	6,66,951	8,91,847	3,25,31,467	2nd half		(b) Including the Deoghur railway, for which yearly figures are shown.
				Total (b)		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1898. [From No. VIII of

Classification Number.	Railway.	1898.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE	1st half	38,86,744	52,36,511	13,82,111	28,67,701
		2nd half	41,14,267	47,65,102	13,90,747	27,76,356
		Total (*a*)	80,05,781	1,00,11,170	27,75,484	56,49,706
LXVII	Mysore-Nanjangúd	1st half	2,846	4,071	1,084	2,061
		2nd half	2,150	2,617	769	1,525
		Total	4,996	6,688	1,853	3,586
*LXXI	Jodhpur-Bikaner—					
	Jodhpur section	1st half	34,953	77,902	10,434	30,012
		2nd half	1,41,992	89,713	11,213	31,157
		Total	1,76,945	1,67,015	21,447	61,169
	Bikaner section	1st half	5,613	10,385	1,371	4,292
		2nd half	8,837	15,037	1,766	5,405
		Total	14,450	25,422	3,137	9,697
LXXII	Udaipur-Chitor	1st half	13,011	12,165	1,799	5,223
		2nd half	15,692	12,570	1,421	7,366
		Total	28,703	24,735	3,220	12,589
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	1,38,607	1,50,578	25,190	1,00,609
		2nd half	1,14,316	1,41,592	30,393	86,059
		Total	2,52,923	2,92,170	55,583	1,86,668
LXXIV	Jetalsar-Rájkot	1st half	9,127	17,230	2,882	9,498
		2nd half	10,099	13,825	2,967	7,902
		Total	19,226	31,055	5,849	17,400
LXXV	Jámnagar	1st half	9,386	9,591	1,604	5,077
		2nd half	10,152	8,202	1,761	4,643
		Total	19,538	17,793	3,365	9,720
LXXVI	Dhrángadrá (*b*)	1st half	...	...	...	...
		2nd half	1,670	3,640	781	1,844
		Total	1,670	3,640	781	1,844
	TOTAL METRE GAUGE	1st half	41,00,287	55,18,433	14,26,275	30,24,473
		2nd half	44,19,175	50,52,298	14,41,818	29,22,257
		Total (*a*)	85,24,232	1,05,80,288	28,70,719	59,52,379
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	64,030	4,518	1,792	2,507
		2nd half	41,419	2,378	1,552	2,380
		Total	1,05,449	6,896	3,344	4,887
LXXXII	Jorhát (2′ 0″)	1st half	12,762	8,313	2,538	9,545
		2nd half	10,952	8,143	2,375	9,297
		Total	23,714	16,456	4,913	18,842
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	40,022	71,710	21,769	29,709
		2nd half	36,943	64,504	22,529	28,426
		Total	76,965	1,36,214	44,298	58,135
LXXXIV	Bársi Light (2′ 6″)	1st half	6,237	12,494	2,379	11,286
		2nd half	5,705	10,763	1,944	11,705
		Total	11,942	23,257	4,323	22,991
LXXXV	Howrah-Amta (2′ 9″) (*d*)	1st half	8,198	8,342	2,538	12,199
		2nd half	19,782	14,914	6,413	18,887
		Total	27,980	23,256	8,951	31,086
LXXXVI	Howrah-Sheakhalla (2′ 6″) (*d*)	1st half	5,364	3,654	2,028	7,772
		2nd half	7,612	5,588	1,554	9,929
		Total	12,976	9,242	3,582	17,701
LXXXVII	Tarakeshwar-Magrá (2′ 6″) (*e*)	1 half	4,099	6,025	1,012	8,910
		2nd half	4,217	5,870	1,443	8,706
		Total	8,316	11,895	2,455	17,616
LXXXVIII	Tezpur-Balipara (2′ 6″) (*f*)	1st half	7,545	6,435	2,398	7,137
		2nd half	10,802	6,825	2,386	8,064
		Total	18,347	13,260	4,784	15,201
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	20,957	1,03,739	12,823	12,381
		2nd half	23,394	21,180	13,506	10,120
		Total	44,351	1,24,919	26,329	22,501
XCII	Rajpipla (2′ 6″) (*d*)	1st half	2,839	2,689	681	1,485
		2nd half	3,409	2,505	749	1,850
		Total	6,248	5,194	1,430	3,335
XCIV	Cooch Behar (2′ 6″)	1st half	32,069	3,481	1,590	5,146
		2nd half	(*c*)6,649	2,462	1,189	4,405
		Total	38,718	5,943	2,779	9,551
XCV	Morvi (2′ 6″)	1st half	19,855	37,321	6,651	20,433
		2nd half	19,494	37,193	8,700	21,219
		Total	39,049	74,514	15,351	41,652
	TOTAL SPECIAL GAUGES	1st half	2,23,977	2,68,721	58,199	1,28,510
		2nd half	1,90,078	1,82,325	64,340	1,34,988
		Total	4,14,055	4,51,046	1,22,539	2,63,498
	TOTAL OF ALL GAUGES FOR THE YEAR	...	3,14,58,779	4,29,16,595	1,33,49,615	2,20,37,687

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹			
23,71,958	3,29,218	4,32,721	1,65,06,964	1st half		
21,52,423	3,37,733	4,58,929	1,59,99,004	2nd half		
45,27,079	6,66,951	8,91,847	3,25,31,467	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
2,089	...	420	12,571	1st half	LXVII	
1,349	...	388	8,798	2nd half		
3,438	...	808	21,369	Total		
18,768	...	8,108	1,79,917	1st half	LXXI	
19,822	...	17,953	3,11,852	2nd half		
38,530	...	26,063	4,91,769	Total		
2,401	...	197	24,259	1st half		
2,704	...	1,848	35,597	2nd half		
5,105	...	2,045	59,856	Total		
6,091	...	208	38,497	1st half	LXXII	
6,550	...	362	43,961	2nd half		
12,641	...	570	82,458	Total		
85,415	...	13,812	5,14,211	1st half	LXXIII	
92,112	...	10,193	4,74,665	2nd half		
1,77,527	...	24,005	9,88,876	Total		
9,527	...	5,816	54,080	1st half	LXXIV	
9,148	...	4,863	48,804	2nd half		
18,675	...	10,679	1,02,884	Total		
6,355	...	3,420	35,433	1st half	LXXV	
7,447	...	3,526	35,731	2nd half		
13,802	...	6,946	71,164	Total		
...	...	...	...	1st half	LXXVI	(*b*) Opened to traffic on the 1st June 1898.
2,494	...	1,398	(*c*)12,778	2nd half		(*c*) Including R951 representing working expenses during the 1st half of 1898 which are not included in the details.
2,494	...	1,398	12,778	Total		
25,02,544	3,29,218	4,64,702	1,73,65,932	1st half		
22,94,049	3,37,733	4,99,462	1,69,71,190	2nd half		
47,99,291	6,66,951	9,64,363	3,43,62,621	Total (*a*)		
1,841	...	115	74,803	1st half		
1,780	...	192	49,701	2nd half		
3,621	...	307	1,24,504	Total	LXXXII	
5,383	...	464	39,005	1st half		
5,653	...	398	36,818	2nd half		
11,036	...	862	75,823	Total		
36,907	...	8,267	2,08,384	1st half	LXXXIII	
37,712	...	8,114	1,98,228	2nd half		
74,619	...	16,381	4,06,612	Total		
19,966	...	3,206	55,508	1st half	LXXXIV	
19,198	...	879	50,194	2nd half		
39,164	...	4,085	1,05,762	Total		
13,016	...	...	44,293	1st half	LXXXV	(*d*) The Indian Railways Act has been applied from the 7th October 1898.
6,320	...	...	66,316	2nd half		
19,336	...	...	1,10,609	Total		
8,697	...	...	27,515	1st half	LXXXVI	
2,732	...	...	27,415	2nd half		
11,429	...	...	54,930	Total		
6,538	...	73	26,657	1st half	LXXXVII	(*e*) The Indian Railways Act has been applied from the 19th May 1898.
6,065	...	114	26,415	2nd half		
12,603	...	187	53,072	Total		
6,230	...	247	29,992	1st half	LXXXVIII	(*f*) The Indian Railways Act has been applied from the 3rd May 1898.
6,532	...	988	35,597	2nd half		
12,762	...	1,235	65,589	Total		
6,899	...	4,147	1,60,946	1st half	XCI	
7,089	...	506	75,885	2nd half		
13,988	...	4,743	2,36,831	Total		
1,038	...	...	8,732	1st half	XCII	
2,551	...	...	11,064	2nd half		
3,589	...	...	19,796	Total		
1,446	...	73	43,805	1st half	XCIV	(*e*) Including R2,179 for cost of repairs to earth-quake and flood damages.
845	...	80	15,630	2nd half		
2,291	...	153	59,435	Total		
17,241	...	1,237	1,02,738	1st half	XCV	
20,413	...	2,773	1,09,492	2nd half		
37,654	...	4,010	2,12,230	Total		
1,25,202	...	17,829	8,22,438	1st half		
1,16,890	...	14,135	7,02,755	2nd half		
2,42,092	...	31,963	15,25,193	Total		
1,35,73,254	9,65,851	49,19,065	12,96,70,744			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1898. [From Abstract A of

Classification Number.	Railway.	1898.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	STANDARD GAUGE.		₹	₹	₹	₹	₹
I	East Indian	1st half	3,17,944	3,99,280	5,20,790	2,05,007	...
		2nd half	3,25,349	4,23,913	9,51,992	1,85,640	...
		Total	6,43,293	8,14,193	14,72,782	3,90,647	...
II	Bengal Central	1st half	14,757	20,076	35,593	3,994	55
		2nd half	14,400	18,922	32,266	4,363	297
		Total	29,157	38,998	67,859	8,357	352
III	Bengal-Nágpur	1st half	85,903	1,46,002	1,04,346	23,837	...
		2nd half	94,018	2,32,897	91,229	30,356	...
		Total	1,79,921	3,78,899	1,95,575	54,193	...
IV	Indian Midland	1st half	74,997	1,17,217	91,856	37,166	...
		2nd half	78,708	1,31,558	1,25,063	32,812	...
		Total	1,53,705	2,48,775	2,16,919	69,978	...
VI	Godhra-Ratlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				...
IX	Bezwada extension (East Coast State)	1st half 2nd half	Included with the Nizam's Guaranteed State railway.				...
		Total	...	...	...	...	...
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	596	2,317	—1,220	270	...
		2nd half	537	2,376	600	314	...
		Total	1,133	4,693	—620	584	...
XII	North Western State	1st half	4,23,199	6,31,667	10,88,858	2,98,346	37,834
		2nd half	4,38,201	6,35,222	6,20,648	3,26,334	48,833
		Total	8,61,400	12,66,889	17,09,506	6,24,680	86,667
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				...
XIV	Oudh and Rohilkhand State	1st half	97,616	93,926	70,089	1,57,399	3,371
		2nd half	1,10,536	1,42,189	2,39,230	1,37,353	3,420
		Total	2,08,152	2,36,115	3,09,319	2,94,752	6,791
XV	Eastern Bengal State (a)	1st half	1,28,835	1,80,624	2,24,940	79,468	...
		2nd half	1,15,594	1,79,692	2,51,033	63,445	185
		Total	2,44,429	3,59,716	4,75,973	1,42,913	185
XVI	Calcutta Port Commissioners'	1st half	3,710	4,828	5,986	1,879	...
		2nd half	4,853	4,710	6,891	575	...
		Total	8,563	9,538	12,877	2,454	...
XVII	East Coast State	1st half	66,061	94,166	48,137	16,331	...
		2nd half	67,545	98,046	9,431	20,077	...
		Total	1,33,606	1,92,212	57,568	36,408	...
XIX	Great Indian Peninsula	1st half	2,21,275	3,42,186	5,64,263	2,05,691	...
		2nd half	2,23,101	3,45,604	6,05,886	3,22,972	...
		Total	4,44,376	6,87,790	11,70,149	5,28,663	...
XX	Bombay, Baroda and Central India	1st half	81,882	1,25,348	3,83,803	3,87,006	...
		2nd half	90,751	1,31,705	3,42,443	4,29,607	...
		Total	1,72,633	2,57,053	7,26,246	8,16,613	...
XXI	Madras	1st half	1,19,971	1,41,352	1,08,279	54,192	...
		2nd half	1,20,771	1,47,176	1,81,259	33,555	...
		Total	2,40,742	2,88,528	2,89,538	87,747	...
XXV	Tápti Valley (d)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
XXXIII	The Nizam's Guaranteed State	1st half	52,123	61,970	21,852	64,058	2,312
		2nd half	54,739	60,325	46,444	16,968	399
		Total	1,06,862	1,22,295	68,296	81,026	2,711
	TOTAL STANDARD GAUGE carried over	1st half	16,88,869	23,51,359	32,07,572	15,34,644	43,572
		2nd half	17,39,103	25,54,335	35,01,415	16,04,371	5
		Total	34,27,972	49,05,694	67,71,987	31,39,015	96,706

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
R	R	R	R	R			
3,65,966	2,56,019	20,56,006	1,57,754	18,98,252	1st half	I	
3,72,585	3,11,495	25,70,974	52,203	25,18,771	2nd half		
7,38,551	5,67,514	46,26,980	2,09,957	44,17,023	Total		
8,856	3,299	86,630	...	86,630	1st half	II	
5,349	2,540	78,137	...	78,137	2nd half		
14,205	5,839	1,64,767	...	1,64,767	Total		
22,945	26,022	4,09,055	...	4,09,055	1st half	III	
30,426	65,335	5,44,261	...	5,44,261	2nd half		
53,371	91,357	9,53,316	...	9,53,316	Total		
17,097	18,164	3,56,497	...	3,56,497	1st half	IV	
14,858	20,781	4,03,780	...	4,03,780	2nd half		
31,955	38,945	7,60,277	...	7,60,277	Total		
...	...	...	...	78,977	1st half	VI	
				90,810	2nd half		
				1,69,787	Total		
...	...	...	...	6,860	1st half	IX	
				7,156	2nd half		
...	...	...	...	14,016	Total		
606	293	2,862	...	2,862	1st half	X	
287	109	4,223	...	4,223	2nd half		
893	402	7,085	...	7,085	Total		
3,40,523	2,87,151	31,07,578	90,197	30,17,381	1st half	XII	
2,83,936	4,21,030	27,74,204	81,184	26,93,020	2nd half		
6,24,459	7,08,181	58,81,782	1,71,381	57,10,401	Total		
...	...	...	...	23,720	1st half	XIII	
				27,964	2nd half		
...	...	...	...	51,684	Total		
39,823	34,229	4,96,453	...	4,96,453	1st half	XIV	
57,651	63,131	7,53,510	...	7,53,510	2nd half		
97,474	97,360	12,49,963	...	12,49,963	Total		
1,19,140	66,058	7,98,465	...	7,98,465	1st half	XV	(a) Including the metre and special gauge sections of the undertaking.
1,03,147	51,054	7,64,150	...	7,64,150	2nd half		
2,22,287	1,17,112	15,62,615	...	15,62,615	Total		
529	989	17,921	...	17,921	1st half	XVI	
674	4,924	22,627	...	22,627	2nd half		
1,203	5,913	40,548	...	40,548	Total		
17,018	24,130	2,65,843	...	2,65,843	1st half	XVII	
25,153	24,221	2,44,473	...	2,44,473	2nd half		
42,171	48,351	5,10,316	...	5,10,316	Total		
1,41,197	4,56,051	19,30,663	(b)+30,640	19,61,303	1st half	XIX	(b) Represents credits to extraordinary casualties to works fund on account of certain old girders returned to stock.
1,38,187	4,65,113	21,00,863	83,275	20,17,588	2nd half		
2,79,384	9,21,164	40,31,526	52,635	39,78,891	Total		
64,990	1,77,541	12,20,570	11,810	12,08,760	1st half	XX	(c) Including R6,50,000 for contribution from Fire Insurance Fund towards cost of renewing warren girder bridges.
74,215	1,84,418	12,53,139	(c) 6,58,920	5,94,219	2nd half		
1,39,205	3,61,959	24,73,709	6,70,730	18,02,979	Total		
52,316	75,634	5,51,744	10,229	5,41,515	1st half	XXI	
59,049	1,78,056	7,19,866	16,125	7,03,741	2nd half		
1,11,365	2,53,690	12,71,610	26,354	12,45,256	Total		
...	...	...	...	...	1st half	XXV	(d) Opened to traffic on the 1st December 1898.
				273	2nd half		
				273	Total		
20,770	17,585	2,40,670	6,860	2,33,810	1st half	XXXIII	
9,639	34,772	2,23,286	7,156	2,16,130	2nd half		
30,409	52,357	4,63,956	14,016	4,49,940	Total		
12,11,776	14,43,165	1,15,40,957	2,46,210	1,14,04,304	1st half		
11,75,156	18,26,979	1,24,57,493	8,98,863	1,16,84,833	2nd half		
23,86,932	32,70,144	2,39,98,450	11,45,073	2,30,89,137	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1898. [From Abstract A of

Classification Number.	Railway.	1898.	General superintendence.	Maintenance of permanent-way.		Repairs of bridges, etc.	Conservancy of rivers.
				Wages.	Materials.		
			R	R	R	R	R
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	16,88,869	23,51,359	32,67,572	15,34,644	43,572
		2nd half	17,39,103	25,54,335	35,04,415	16,04,371	53,134
		Total	34,27,972	49,05,694	67,71,987	31,39,015	96,706
XXXIV	Nágdá-Ujjain	1st half					
		2nd half					
		Total	Included with the Bombay, Baroda and Central India railway.				
XXXV	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
XXXVI	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVII	Rájpura-Bhatinda	1st half					
		2nd half					
		Total	Included with the North Western State railway.				
XXXVIII	Jammu and Kashmir (Native state section)	1st half					
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	16,88,869	23,51,359	32,67,572	15,34,644	43,572
		2nd half	17,39,103	25,54,335	35,04,415	16,04,371	53,134
		Total	34,27,972	49,05,694	67,71,987	31,39,015	96,706
	METRE GAUGE.						
XL	Bengal and North-Western—Tirhoot section / Company's section	1st half	56,807	80,716	1,04,679	22,675	329
		2nd half	61,972	80,479	1,22,019	49,443	840
		Total	1,18,779	1,61,195	2,26,698	72,118	1,169
XLII	Rajputana-Malwa	1st half	1,76,603	2,66,784	4,53,429	48,095	...
		2nd half	1,91,226	2,80,300	3,68,409	50,158	...
		Total	3,67,829	5,47,084	8,21,838	98,253	...
XLIII	Pálanpur-Deesa	1st half					
		2nd half					
		Total	Included with the Rajputana-Malwa railway.				
XLIV	Southern Mahratta	1st half	1,36,064	1,91,138	1,35,717	51,959	...
		2nd half	1,31,959	1,92,288	53,883	94,213	...
		Total	2,68,023	3,83,426	1,89,600	1,46,172	...
XLV	Guntakal-Mysore frontier	1st half					
		2nd half					
		Total	Included with the Southern Mahratta railway.				
XLVI	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVII	South Indian	1st half	1,13,703	1,17,786	1,93,576	38,147	...
		2nd half	1,20,213	1,19,052	1,42,582	34,260	...
		Total	2,33,916	2,36,838	3,36,158	72,407	...
XLVIII	Máyavaram-Mutupet	1st half					
		2nd half					
		Total	Included with the South Indian railway.				
XLIX	Assam-Bengal	1st half	52,821	67,217	1,414	1,858	...
		2nd half	44,379	1,11,888	2,578	2,13,308	...
		Total	97,200	1,79,105	3,992	2,15,166	...
L	Burma	1st half	1,24,829	2,53,705	77,481	72,811	1,145
		2nd half	1,33,727	2,54,615	1,01,733	77,578	2,796
		Total	2,58,556	5,08,320	1,79,214	1,50,389	3,941
LIV	Deoghur	1st half					
		2nd half	Details not furnished.				
		Total					
LVII	Rohilkund and Kumaon (Company's section) (*a*)	1st half	17,927	25,769	25,027	10,902	1,040
		2nd half	17,761	24,298	16,440	20,480	648
		Total	35,688	50,067	41,467	31,382	1,688
LIX	Bengal Dooars	1st half	3,173	5,084	912	1,625	...
		2nd half	4,169	5,556	2,592	7,069	...
		Total	7,342	10,640	3,504	8,694	...
	TOTAL METRE GAUGE carried over	1st half	6,81,927	10,08,199	9,92,235	2,48,072	2,514
		2nd half	7,05,406	10,68,476	8,10,236	5,46,509	4,284
		Total(*b*)	13,87,333	20,76,675	18,02,471	7,94,581	6,798

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹			
12,11,776	14,43,165	1,15,40,957	2,46,210	1,14,04,304	1st half		
11,75,156	18,26,979	1,24,57,493	8,98,863	1,16,84,833	2nd half		
23,86,932	32,70,144	2,39,98,450	11,45,073	2,30,89,137	Total		
				9,753	1st half	XXXIV	
				5,135	2nd half		
				14,888	Total		
				2,057	1st half	XXXV	
				3,511	2nd half		
				5,568	Total		
				10,203	1st half	XXXVI	
				16,125	2nd half		
				26,328	Total		
				62,800	1st half	XXXVII	
				49,154	2nd half		
				1,11,954	Total		
				3,677	1st half	XXXVIII	
				4,066	2nd half		
				7,743	Total		
12,11,776	14,43,165	1,15,40,957	2,46,210	1,14,92,794	1st half		
11,75,156	18,26,979	1,24,57,493	8,98,863	1,17,62,824	2nd half		
23,86,932	32,70,144	2,39,98,450	11,45,073	2,32,55,618	Total		
29,262	58,879	3,53,347	...	3,53,347	1st half	XL	
34,207	86,359	4,35,310	...	4,35,310	2nd half		
63,469	1,45,229	7,88,657	...	7,88,657	Total		
74,010	84,126	11,03,047	1,04,496	9,98,551	1st half	XLI	
70,290	97,289	10,57,672	1,14,308	9,43,364	2nd half		
1,44,300	1,81,415	21,60,719	2,18,804	19,41,915	Total		
				1,678	1st half	XLIII	
				1,815	2nd half		
				3,493	Total		
38,956	57,741	6,11,575	1,81,031	4,30,544	1st half	XLIV	
52,607	50,912	5,75,862	1,64,215	4,11,647	2nd half		
91,563	1,08,653	11,87,437	3,45,246	8,42,191	Total		
				36,137	1st half	XLV	
				34,095	2nd half		
				70,232	Total		
				1,20,852	1st half	XLVI	
				1,07,033	2nd half		
				2,27,885	Total		
22,500	34,901	5,20,613	56,876	4,63,737	1st half	XLVII	
23,770	41,932	4,81,809	51,169	4,30,640	2nd half		
46,270	76,833	10,02,422	1,08,045	8,94,377	Total		
				13,216	1st half	XLVIII	
				12,880	2nd half		
				26,096	Total		
22,504	2,465	1,48,279	...	1,48,279	1st half	XLIX	
81,506	932	4,54,591	...	4,54,591	2nd half		
1,04,010	3,397	6,02,870	...	6,02,870	Total		
54,486	36,904	6,21,361	...	6,21,361	1st half	L	
51,998	39,780	6,62,227	...	6,62,227	2nd half		
1,06,484	76,684	12,83,588	...	12,83,588	Total		
...	...	4,770	...	4,770	1st half	LIV	
					2nd half		
		4,770	...	4,770	Total		
6,037	8,048	94,750	...	94,750	1st half	LVII	(a) Including the Lucknow-Bareilly section.
7,977	4,797	92,401	...	92,401	2nd half		
14,014	12,845	1,87,151	...	1,87,151	Total		
1,433	846	13,073	...	13,073	1st half	LIX	
3,805	172	23,363	...	23,363	2nd half		
5,238	1,018	36,436	...	36,436	Total		
2,49,188	2,83,910	34,66,045	3,42,403	32,95,525	1st half		
3,26,160	3,22,164	37,83,235	3,29,692	36,09,366	2nd half		
5,75,348	6,06,074	72,54,050	6,72,095	69,09,661	Total (b)		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1898. [From Abstract A of

Classification Number.	Railway.	1898.	General superintendence.	Maintenance of Permanent-way. Wages.	Maintenance of Permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
	METRE GAUGE—*concld.*		£	£	£	£	£
	Brought forward METRE GAUGE	1st half	6,81,927	10,08,169	9,92,235	2,48,072	2,514
		2nd half	7,05,406	10,68,476	8,10,236	5,46,509	4,284
		Total(*a*)	13,87,333	20,76,675	18,02,471	7,94,581	6,798
LX	Dibru-Sadiya	1st half	8,801	20,825	99,403	12,849	...
		2nd half	8,481	19,939	44,914	4,553	...
		Total	17,282	40,764	1,44,317	17,402	...
LXI	Ledo and Tikak-Margherita Colliery	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXII	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	The Gaekwar's Mehsána	1st half					
		2nd half					
		Total					
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
LXXI	Jodhpur-Bikaner—	Total					
	Jodhpur section	1st half	5,395	25,567	1,222	300	...
		2nd half	5,112	25,927	1,05,616	768	...
		Total	10,507	51,494	1,06,838	1,068	...
	Bikaner section	1st half	789	4,355	142	2	...
		2nd half	947	7,431	37	33	...
		Total	1,736	11,780	179	35	...
LXXII	Udaipur-Chitor	1st half	1,710	7,974	2,294	325	...
		2nd half	1,498	9,433	1,410	1,530	...
		Total	3,208	17,407	3,704	1,855	...
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	23,799	44,369	46,146	3,661	...
		2nd half	38,966	44,748	10,143	3,065	...
		Total	62,765	89,117	56,289	6,726	...
LXXIV	Jetalsar-Rájkot	1st half	1,883	6,032	357	266	...
		2nd half	1,686	6,532	619	441	...
		Total	3,569	12,564	976	707	...
LXXV	Jámnagar	1st half	1,161	7,512	108	10	...
		2nd half	1,566	7,382	192	110	...
		Total	2,727	14,894	300	120	...
LXXVI	Dhrángadrá (*b*)	1st half	...	...	...	...	...
		2nd half	140	1,428	...	53	...
		Total	140	1,428	...	53	...
	TOTAL METRE GAUGE	1st half	7,25,465	11,24,833	11,41,907	2,65,485	2,514
		2nd half	7,63,802	11,91,296	9,73,162	5,57,062	4,284
		Total (*a*)	14,89,267	23,16,129	21,15,074	8,22,547	6,798
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	...	...	...	...	...
		2nd half	11,490	8,462	6,426	6,454	...
		Total	11,114	8,381	5,893	4,398	...
LXXXIV	Bársi Light (2′ 6″)	1st half	22,604	16,843	12,319	10,852	...
		2nd half	1,934	2,703	30	1,108	...
		Total	2,080	2,464	46	665	...
LXXXV	Howrah-Amta (2′ 0″) (*c*)	1st half	4,014	5,167	76	1,773	...
		2nd half	Details not furnished.				
		Total	...	...	...	...	...
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*c*)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*d*)	1st half	Details not furnished.				
		2nd half					
		Total	...	...	...	...	...
	TOTAL SPECIAL GAUGES carried over	1st half	13,424	11,165	6,456	7,562	...
		2nd half	13,194	10,845	5,939	5,063	...
		Total	26,618	22,010	12,395	12,625	...

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£	£			
2,49,188	2,83,910	34,66,045	3,42,403	32,95,525	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
3,26,160	3,22,164	37,83,235	3,29,692	36,09,366	2nd half		
5,75,348	6,06,074	72,54,050	6,72,095	69,09,661	Total (a)		
10,831	2,069	1,54,778	...	1,54,778	1st half	LX	
6,783	1,622	86,292	...	86,292	2nd half		
17,614	3,691	2,41,070	...	2,41,070	Total		
...	...	13,162	...	13,162	1st half	LXI	
...	...	19,105	...	19,105	2nd half		
...	...	32,267	...	32,267	Total		
				7,216	1st half	LXII	
				6,574	2nd half		
				13,790	Total		
				16,625	1st half	LXIV	
				15,110	2nd half		
				31,735	Total		
				6,075	1st half	LXV	
				6,758	2nd half		
				12,833	Total		
				15,120	1st half	LXVI	
				14,179	2nd half		
				29,299	Total		
				2,846	1st half	LXVII	
				2,150	2nd half		
				4,996	Total		
1,612	857	34,953	...	34,953	1st half	LXXI	
2,560	2,009	1,41,992	...	1,41,992	2nd half		
4,172	2,866	1,76,945	...	1,76,945	Total		
263	62	5,613	...	5,613	1st half		
315	74	8,837	...	8,837	2nd half		
578	136	14,450	...	14,450	Total		
277	431	13,011	...	13,011	1st half	LXXII	
1,009	812	15,692	...	15,692	2nd half		
1,286	1,243	28,703	...	28,703	Total		
11,245	9,387	1,38,607	...	1,38,607	1st half	LXXIII	
9,119	8,275	1,14,316	...	1,14,316	2nd half		
20,364	17,662	2,52,923	...	2,52,923	Total		
392	197	9,127	...	9,127	1st half	LXXIV	
544	277	10,099	...	10,099	2nd half		
936	474	19,226	...	19,226	Total		
122	473	9,386	...	9,386	1st half	LXXV	
428	474	10,152	...	10,152	2nd half		
550	947	19,538	...	19,538	Total		
...	...	...	...	...	1st half	LXXVI	(b) Opened for traffic on the 1st June 1898.
49	...	1,670	...	1,670	2nd half		
49	...	1,670	...	1,670	Total		
2,73,930	2,97,386	38,44,682	3,42,403	37,22,044	1st half		
3,46,967	3,35,707	41,91,390	3,29,692	40,62,292	2nd half		
6,20,897	6,33,093	80,40,842	6,72,095	77,89,106	Total (a)		
...	...	64,030	...	64,030	1st half		
...	...	41,419	...	41,419	2nd half		
...	...	1,05,449	...	1,05,449	Total		
...	...	12,762	...	12,762	1st half	LXXXII	
...	...	10,952	...	10,952	2nd half		
...	...	23,714	...	23,714	Total		
7,454	3,016	43,302	3,280	40,022	1st half	LXXXIII	
9,317	2,867	41,970	5,027	36,943	2nd half		
16,771	5,883	85,272	8,307	76,965	Total		
462	...	6,237	...	6,237	1st half	LXXXIV	
444	6	5,705	...	5,705	2nd half		
906	6	11,942	...	11,942	Total		
...	...	8,198	...	8,198	1st half	LXXXV	(c) The Indian Railways Act has been applied from the 7th October 1898.
...	...	19,782	...	19,782	2nd half		
...	...	27,980	...	27,980	Total		
...	...	5,364	...	5,364	1st half	LXXXVI	
...	...	7,612	...	7,612	2nd half		
..	...	12,976	...	12,976	Total		
...	...	4,099	...	4,099	1st half	LXXXVII	(d) The Indian Railways Act has been applied from the 19th May 1898.
...	...	4,217	...	4,217	2nd half		
...	...	8,316	...	8,316	Total		
7,916	3,016	1,43,992	3,280	1,40,712	1st half		
9,761	2,873	1,31,657	5,027	1,26,630	2nd half		
17,677	5,889	2,75,649	8,307	2,67,342	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1898. [From Abstract A of

Classification Number.	Railway.	1898.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			£	£	£	£	£
	Brought forward SPECIAL GAUGES	1st half	13,424	11,165	6,456	7,562	...
		2nd half	13,194	10,845	5,939	5,063	...
		Total .	26,618	22,010	12,395	12,625	...
LXXXVIII	Tezpur-Balipara (2′ 6″) (*a*) . . .	1st half	Details not furnished.				
		2nd half					
		Total .	...	...	...	...	...
XCI	The Gaekwar's Dabhoi (2′ 6″) .	1st half	2,692	7,786	3,959	4,112	...
		2nd half	3,562	8,054	6,859	2,438	...
		Total .	6,254	15,840	10,818	6,550	...
XCII	Rajpipla (2′ 6″)	1st half	756	1,715	271	...	...
		2nd half	756	1,580	272	795	...
		Total .	1,512	3,295	543	795	...
XCIV	Cooch Behar (2′ 6″)	1st half	Details not furnished.				
		2nd half					
		Total .	...	...	...	...	...
XCV	Morvi (2′ 6″)	1st half	4,563	12,382	948	380	...
		2nd half	4,645	11,604	1,281	357	...
		Total .	9,208	23,986	2,229	737	...
	Total special gauges .	1st half	21,435	33,048	11,634	12,054	...
		2nd half	22,157	32,083	14,351	8,653	...
		Total .	43,592	65,131	25,985	20,707	...
	Total of all gauges for the year .	...	49,60,831	72,86,954	89,13,046	39,82,269	1,03,504

A—*continued.*

RAILWAYS—(PART I)—*concluded.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹			
7,916	3,016	1,43,992	3,280	1,40,712	1st half		
9,761	2,873	1,31,657	5,027	1,26,630	2nd half		
17,677	5,889	2,75,649	8,307	2,67,342	Total.		
...	...	7,545	...	7,545	1st half	LXXXVIII	(a) The Indian Railways Act has been applied from the 3rd May 1898.
...	...	10,802	...	10,802	2nd half		
...	...	18,347	...	18,347	Total.		
1,855	553	20,957	...	20,957	1st half	XCI	
2,163	318	23,394	...	23,394	2nd half		
4,018	871	44,351	...	44,351	Total.		
...	97	2,839	...	2,839	1st half	XCII	
2	4	3,409	...	3,409	2nd half		
2	101	6,248	...	6,248	Total.		
...	...	32,069	...	32,069	1st half	XCIV	(b) Includes cost of repairs on account of earthquake and flood damages.
...	...	(b) 6,649	...	(b) 6,649	2nd half		
...	...	38,718	...	38,718	Total.		
929	657	19,859	4	19,855	1st half	XCV	
602	708	19,197	3	19,194	2nd half		
1,531	1,365	39,056	7	39,049	Total.		
10,700	4,323	2,27,261	3,284	2,23,977	1st half		
12,528	3,903	1,95,108	5,030	1,90,078	2nd half		
23,228	8,226	4,22,369	8,314	4,14,055	Total.		
30,31,057	39,11,463	3,24,61,661	18,25,482	3,14,58,779			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1898. [From Abstract B of

Classification Number.	Railway.	1898.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,44,663	8,48,526	3,95,417	48,974	1,55,907
		2nd half	2,50,420	8,62,422	3,72,418	44,437	1,34,453
		Total	4,95,083	17,10,948	7,67,835	93,411	2,90,360
II	Bengal Central	1st half	7,375	12,914	32,641	1,445	2,730
		2nd half	6,987	14,408	26,661	1,947	3,709
		Total	14,362	27,322	59,302	3,292	6,439
III	Bengal-Nágpur	1st half	62,558	1,31,518	79,337	13,176	21,612
		2nd half	66,463	1,25,182	62,179	10,427	15,822
		Total	1,29,021	2,56,700	1,41,516	23,603	37,434
IV	Indian Midland	1st half	43,788	1,26,798	2,47,177	19,373	30,475
		2nd half	50,783	1,18,438	2,13,641	13,775	23,968
		Total	94,571	2,45,236	4,60,818	33,148	54,443
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.				
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.				
X	Washermenpet-Ennúr section (Bezwada Madras).	1st half 2nd half Total	Included with the Madras railway.				
XII	North Western State	1st half	2,60,863	6,87,969	15,91,299	74,227	1,42,264
		2nd half	2,55,676	6,31,295	14,34,532	72,554	1,04,653
		Total	5,16,539	13,19,264	30,25,831	1,46,781	2,46,915
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.				...
XIV	Oudh and Rohilkhand State	1st half	62,112	76,473	2,67,091	10,575	26,186
		2nd half	62,932	71,848	2,24,840	8,964	22,061
		Total	1,25,044	1,48,321	4,91,931	19,539	48,247
XV	Eastern Bengal State (a)	1st half	71,311	1,79,754	1,88,612	13,139	30,744
		2nd half	66,495	1,90,723	2,24,084	13,858	30,548
		Total	1,37,806	3,70,477	4,12,696	26,997	61,292
XVI	Calcutta Port Commissioners'	1st half	...	6,179	5,087	...	962
		2nd half	...	7,079	4,081	...	1,049
		Total	...	13,258	9,168	...	2,011
XVII	East Coast State	1st half	40,825	69,761	94,866	5,353	13,771
		2nd half	48,308	64,057	68,213	5,229	10,315
		Total	89,133	1,33,818	1,63,079	10,582	24,086
XIX	Great Indian Peninsula	1st half	1,81,210	9,17,866	11,81,011	93,509	1,05,393
		2nd half	1,77,945	7,91,712	9,43,959	87,482	88,124
		Total	3,59,155	17,09,578	21,24,970	1,80,991	1,93,517
XX	Bombay, Baroda and Central India	1st half	64,834	2,33,407	5,26,502	42,970	46,485
		2nd half	62,200	2,02,975	34,796	32,295	40,794
		Total	1,27,034	4,36,382	9,61,298	75,265	87,279
XXI	Madras	1st half	71,009	1,73,751	4,40,549	18,914	28,993
		2nd half	71,875	1,72,744	4,73,012	18,364	26,282
		Total	1,42,884	3,46,495	9,13,561	37,278	55,275
XXIV	Southern Punjab (Delhi-Samá-sata).	1st half 2nd half Total	Included with the North Western State railway.				
XXV	Tápti Valley (b)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.				
XXXIII	The Nizam's Guaranteed State	1st half	27,763	48,839	68,362	10,609	11,239
		2nd half	29,240	51,047	69,203	8,916	11,014
		Total	57,003	99,886	1,37,655	19,525	22,253
	TOTAL STANDARD GAUGE carried over.	1st half	11,38,311	35,13,755	51,17,951	3,52,264	6,16,759
		2nd half	11,49,324	33,03,930	45,51,709	3,18,248	5,12,792
		Total	22,87,635	68,17,685	96,69,660	6,70,512	11,29,551

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
£	£	£	£	£	£			
7,50,310	85,473	4,17,090	29,46,360	170,523	29,35,837	1st half	I	
7,65,464	93,393	4,27,824	22,50,831	3,020	29,47,811	2nd half		
15,15,774	1,78,866	8,44,914	58,97,191	13,543	58,83,648	Total.		
19,157	178	3,691	80,131	...	80,131	1st half	II	
—22,101	1,841	6,620	40,072	...	40,072	2nd half		
—2,044	2,019	10,311	1,20,203	...	1,20,203	Total.		
1,06,645	6,763	1,08,842	5,30,751	...	5,30,751	1st half	III	
1,17,891	7,878	77,747	4,83,589	...	4,83,589	2nd half		
2,24,836	14,041	1,86,589	10,14,340	...	10,14,340	Total.		
1,41,097	10,274	74,302	6,93,284	...	6,93,284	1st half	IV	
1,62,727	9,997	70,546	6,63,875	...	6,63,875	2nd half		
3,03,824	20,271	1,44,848	13,57,159	...	13,57,159	Total.		
					1,51,994	1st half	VI	
					1,38,782	2nd half		
					2,90,776	Total.		
					12,435	1st half	IX	
					8,145	2nd half		
					20,580	Total.		
					4,459	1st half	X	
					3,768	2nd half		
					8,227	Total.		
8,45,348	98,619	4,01,626	41,02,213	3,17,094	37,85,119	1st half	XII	
8,04,586	80,973	3,27,697	37,11,876	2,51,851	34,60,025	2nd half		
16,49,934	1,79,592	7,29,233	78,14,089	5,68,945	72,45,144	Total.		
					27,849	1st half	XIII	
					23,048	2nd half		
					50,897	Total.		
2,74,049	8,801	81,616	8,06,903	...	8,06,903	1st half	XIV	
65,626	9,949	27,767	4,93,987	...	4,93,987	2nd half		
3,39,675	18,750	1,09,383	13,00,890	...	13,00,890	Total.		
1,10,455	4,020	42,997	6,41,032	...	6,41,032	1st half	XV	(a) Including the metre and special gauge sections of the undertaking.
1,53,645	20,901	68,920	7,69,174	...	7,69,174	2nd half		
2,64,100	24,921	1,11,917	14,10,206	...	14,10,206	Total.		
14,573	227	...	27,028	...	27,028	1st half	XVI	
8,122	592	...	20,923	...	20,923	2nd half		
22,695	819	...	47,951	...	47,951	Total.		
72,963	10,908	64,081	3,72,528	...	3,72,528	1st half	XVII	
83,219	8,139	12,419	2,99,899	...	2,99,899	2nd half		
1,56,182	19,047	76,500	6,72,427	...	6,72,427	Total.		
8,60,962	49,745	5,46,172	39,35,868	...	39,35,868	1st half	XIX	
9,68,358	50,488	4,26,108	35,34,176	...	35,34,176	2nd half		
18,29,320	1,00,233	9,72,280	74,70,044	...	74,70,044	Total.		
2,79,852	29,101	94,884	13,18,035	14,430	13,03,605	1st half	XX	
3,18,592	35,696	97,591	12,24,939	15,578	12,09,361	2nd half		
5,98,444	64,797	1,92,475	25,42,974	30,008	25,12,966	Total.		
1,87,659	8,300	50,920	9,80,095	22,847	9,57,248	1st half	XXI	
2,65,325	7,168	61,152	10,95,922	40,580	10,55,342	2nd half		
4,52,984	15,468	1,12,072	20,76,017	63,427	20,12,590	Total.		
					2,06,452	1st half	XXIV	(b) Opened for traffic from the 1st December 1898.
					1,62,520	2nd half		
					3,68,972	Total.		
					...	1st half	XXV	
					537	2nd half		
					537	Total.		
50,754	6,406	25,696	2,49,668	12,435	2,37,233	1st half	XXXIII	
54,022	4,666	24,266	2,52,464	8,145	2,44,319	2nd half		
1,04,776	11,072	49,962	5,02,132	20,580	4,81,552	Total.		
37,14,124	3,18,815	19,11,917	1,66,83,896	3,77,329	1,67,09,756	1st half		
37,45,476	3,31,681	16,28,567	1,55,41,727	3,19,174	1,55,59,353	2nd half		
74,59,600	6,50,496	35,40,484	3,22,25,623	6,96,503	3,22,69,109	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1898. [From Abstract B o

Classification Number.	Railway.	1898.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	11,38,311	35,13,755	51,17,951	3,52,264	6,16,759
		2nd half	11,49,324	33,03,930	45,51,709	3,18,248	5,12,792
		Total .	22,87,635	68,17,685	96,69,660	6,70,512	11,29,551
XXXIV	Nágdá-Ujjain . . .	1st half					
		2nd half					
		Total .					
XXXV	The Gaekwar's Petlád . .	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total .					
XXXVI	Kolar Gold-fields . . .	1st half					
		2nd half	Included with the Madras railway.				
		Total .					
XXXVII	Rájpura-Bhátinda . . .	1st half					
		2nd half					
		Total .	Included with the North Western State railway.				
XXXVIII	Jammu and Kashmir (Native State section).	1st half					
		2nd half					
		Total .					
	TOTAL STANDARD GAUGE	1st half	11,38,311	35,13,755	51,17,951	3,52,264	6,16,759
		2nd half	11,49,324	33,03,930	45,51,709	3,18,248	5,12,792
	METRE GAUGE.	Total .	22,87,635	68,17,685	96,69,660	6,70,512	11,29,551
XL	Bengal and North-Western—						
	Tirhoot section / Company's section . .	1st half	28,086	63,698	93,910	7,215	12,121
		2nd half	36,258	66,800	83,278	8,423	11,613
		Total .	64,344	1,30,498	1,77,188	15,638	23,734
XLII	Rajputana-Malwa . . .	1st half	1,62,954	3,77,252	8,51,667	40,631	55,348
		2nd half	1,59,725	3,36,950	6,15,516	41,759	42,970
		Total .	3,22,679	7,14,202	14,67,183	82,390	98,318
XLIII	Pálanpur-Deesa . . .	1st half					
		2nd half	Included with the Rajputana-Malwa railway.				
		Total .					
XLIV	Southern Mahratta . . .	1st half	89,337	1,55,171	2,11,354	22,118	16,016
		2nd half	87,851	1,33,288	1,71,405	19,983	12,238
		Total .	1,77,188	2,88,459	3,82,759	42,101	28,254
XLV	Guntakal-Mysore frontier .	1st half					
		2nd half					
		Total	Included with the Southern Mahratta railway.				
XLVI	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total .					
XLVII	South Indian	1st half	64,021	1,67,886	3,54,772	21,723	37,937
		2nd half	65,824	1,69,731	3,58,111	19,673	35,194
		Total .	1,30,745	3,37,617	7,12,883	41,396	73,131
XLVIII	Máyavaram-Mutupet . .	1st half					
		2nd half	Included with the South Indian railway.				
		Total .					
XLIX	Assam-Bengal . . .	1st half	12,552	20,853	29,820	4,685	3,527
		2nd half	12,709	21,520	30,909	5,086	5,484
		Total .	25,261	42,373	60,729	9,771	9,011
L	Burma	1st half	80,431	2,08,396	2,77,586	21,760	30,890
		2nd half	87,030	2,02,959	2,91,810	23,679	30,554
		Total .	1,67,461	4,11,355	5,69,396	45,439	61,444
LIV	Deoghur	1st half					
		2nd half	Details not furnished.				
		Total .					
LVII	Rohilkund and Kumaon (Company's section) (*a*).	1st half	9,896	14,099	28,537	2,504	4,429
		2nd half	10,119	12,053	19,749	2,200	3,139
		Total .	20,015	26,152	48,286	4,704	7,568
LIX	Bengal Doears . . .	1st half	1,689	1,591	6,901	218	652
		2nd half	2,629	1,559	5,108	364	601
		Total .	4,318	3,150	12,009	582	1,253
	TOTAL METRE GAUGE carried over.	1st half	4,49,866	10,08,946	18,54,547	1,20,854	1,60,920
		2nd half	4,62,145	9,44,860	15,75,886	1,21,167	1,41,703
		Total(*b*)	9,12,011	19,53,806	34,30,433	2,42,021	3,02,713

A—*continued*.

RAILWAYS—(PART I)—*continued*.

EXPENSES—*continued*.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Maintenance and renewal of		Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
₹	₹	₹	₹	₹	₹			
37,14,124	3,18,815	19,11,917	1,66,83,856	3,77,329	1,67,09,736	1st half		
37,45,476	3,31,681	16,28,567	1,55,41,727	3,19,174	1,55,59,333	2nd half		
74,59,600	6,50,496	35,40,484	3,22,25,623	6,96,503	3,22,69,109	Total.		
					11,033	1st half	XXXIV	
					10,091	2nd half		
					21,124	Total.		
					3,397	1st half	XXXV	
					4,950	2nd half		
					8,347	Total.		
					18,042	1st half	XXXVI	
					24,463	2nd half		
					42,505	Total.		
					78,213	1st half	XXXVII	
					61,218	2nd half		
					1,39,431	Total.		
					4,580	1st half	XXXVIII	
					5,065	2nd half		
					9,645	Total.		
37,14,124	3,18,815	19,11,917	1,66,83,896	3,19,174	1,68,25,621	1st half		
37,45,476	3,31,681	16,28,567	1,55,41,727	3,77,329	1,56,65,140	2nd half		
74,59,600	6,50,496	35,40,484	3,22,25,623	6,96,503	3,24,90,161	Total.		
45,961	2,609	40,123	2,03,723	...	2,93,723	1st half	XL	
50,167	3,862	27,574	2,87,975	...	2,87,975	2nd half		
96,128	6,471	67,697	5,81,698	...	5,81,698	Total.		
4,28,660	22,885	1,01,505	20,40,992	1,99,065	18,41,927	1st half	XLII	
2,78,812	19,948	1,30,729	16,26,409	1,75,636	14,50,773	2nd half		
7,07,472	42,833	2,32,324	36,67,401	3,74,701	32,92,700	Total.		
					3,995	1st half	XLIII	
					2,905	2nd half		
					6,900	Total.		
1,73,162	22,142	1,62,007	8,51,307	2,53,484	5,97,823	1st half	XLIV	
1,59,024	19,860	82,294	6,85,943	1,95,766	4,90,177	2nd half		
3,32,186	42,002	2,44,301	15,37,250	4,49,250	10,88,000	Total.		
					50,178	1st half	XLV	
					40,399	2nd half		
					90,777	Total.		
					1,69,556	1st half	XLVI	
					1,27,084	2nd half		
					2,96,640	Total.		
2,06,820	4,713	19,616	8,78,388	35,290	8,43,098	1st half	XLVII	
2,07,024	3,377	39,140	8,98,074	37,954	8,60,120	2nd half		
4,13,844	8,090	58,756	17,76,462	73,244	17,03,218	Total.		
					24,026	1st half	XLVIII	
					25,726	2nd half		
					49,752	Total.		
8,033	221	5,687	85,378	...	85,378	1st half	XLIX	
32,088	466	8,058	1,16,320	...	1,16,320	2nd half		
40,121	687	13,745	2,01,698	...	2,01,698	Total.		
1,66,142	18,149	25,112	8,28,466	...	8,28,466	1st half	L	
1,65,892	18,151	34,076	8,54,151	...	8,54,151	2nd half		
3,32,034	36,300	59,188	16,82,617	...	16,82,617	Total.		
			9,557	...	9,557	1st half	LIV	
						2nd half		
			9,557	...	9,557	Total.		
20,124	2,001	2,054	83,644	...	83,644	1st half	LVII	(a) Including the Lucknow Bareilly section.
14,361	1,903	3,657	67,181	...	67,181	2nd half		
34,485	3,904	5,711	1,50,825		1,50,825	Total.		
1,011	46	84	12,192	...	12,192	1st half	LIX	
2,712	379	5	13,357	...	13,357	2nd half		
3,723	425	89	25,549	...	25,549	Total.		
10,49 913	72,766	3,56,278	50,74,090	4,87,839	48,33,106	1st half		
9,10,080	67,946	3,25,533	45 49,410	4,09,356	43,30,368	2nd half		
19.59.993	1,40,712	6,81,811	96,33,057	8,97,195	91,79,031	Total (b)		(b) Including the Deoghur railway for which yearly figures are shown

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1898. [From Abstract B. of

Classification Number.	Railway.	1898.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,49,866	10,08,946	18,54,547	1,20,854	1,60,920
		2nd half	4,62,145	9,44,860	15,75,886	1,21,167	1,41,793
		Total (*a*)	9,12,011	19,53,806	34,30,433	2,42,021	3,02,713
LX	Dibru-Sadiya	1st half	4,696	9,069	15,537	2,069	1,775
		2nd half	4,842	9,184	16,237	2,522	1,573
		Total	9,538	18,253	31,774	4,591	3,348
LXI	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.				
		2nd half					
		Total					
LXII	Ahmedabad-Párantij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	The Gaekwar's Mehsána	1st half					
		2nd half					
		Total					
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
LXXI	Jodhpur-Bikaner—	Total					
	Jodhpur section	1st half	5,064	7,728	42,935	2,269	4,684
		2nd half	5,063	7,522	51,594	2,339	3,716
		Total	10,127	15,250	94,529	4,608	8,400
	Bikaner section	1st half	667	1,015	5,652	505	622
		2nd half	788	1,190	8,160	1,310	547
		Total	1,455	2,205	13,812	1,815	1,169
LXXII	Udaipur-Chitor	1st half	878	1,193	7,845	850	586
		2nd half	1,837	1,075	7,553	754	466
		Total	2,715	2,268	15,398	1,604	1,052
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	15,073	33,214	92,493	3,981	6,347
		2nd half	16,511	28,086	69,670	3,545	5,543
		Total	31,584	61,300	1,62,163	7,526	11,890
LXXIV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
		2nd half					
		Total					
LXXV	Jámnagar	1st half					
		2nd half					
		Total					
LXXVI	Dhrángadra (*c*)	1st half					
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	4,76,244	10,61,165	20,19,009	1,30,528	1,74,934
		2nd half	4,91,186	9,91,917	17,29,100	1,31,637	1,53,638
		Total (*a*)	9,67,430	20,53,082	37,48,109	2,62,165	3,28,572
	SPECIAL GAUGES.						
	Cherrá-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	3,035	14,595	23,120	381	2,859
		2nd half	3,008	14,223	21,008	364	2,931
		Total	6,043	28,818	44,128	745	5,790
LXXXIV	Bársi Light (2′ 6″) (*d*)	1st half	1,627	2,960	3,175	678	452
		2nd half	1,789	2,794	2,820	665	384
		Total	3,416	5,754	5,995	1,343	836
LXXXV	Howrah-Amta (2′ 6″) (*d*)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*d*)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*e*)	1st half	Details not furnished.				
		2nd half					
		Total					
	TOTAL SPECIAL GAUGES carried over	1st half	4,662	17,555	26,295	2,059	3,311
		2nd half	4,797	17,017	23,828	1,029	3,315
		Total	9,459	34,572	50,123	2,088	6,626

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GIVE EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
R	R	R	R	R	R			
10,49,913	72,766	3,56,278	50,74,090	4,87,839	48,33,106	1st half		
9,10,080	67,946	3,25,533	45,49,410	4,09,356	43,36,368	2nd half		
19,59,993	1,40,712	6,81,811	96,33,057	8,97,195	91,79,031	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
11,684	1,800	...	46,630	3,249	43,381	1st half	LX	
11,035	2,146	...	47,539	2,973	44,565	2nd half		
22,719	3,946	...	94,169	6,222	87,947	Total.		
					3,249	1st half	LXI	
					2,973	2nd half		
					6,222	Total ..		
					13,310	1st half	LXII	
					10,200	2nd half		
					23,510	Total.		
					30,666	1st half	LXIV	
					23,749	2nd half		
					54,415	Total.		
					8,530	1st half	LXV	
					8,212	2nd half		
					16,742	Total.		
					21,149	1st half	LXVI	
					17,254	2nd half		
					38,403	Total.		
					4,071	1st half	LXVII	
					2,617	2nd half		
					6,688	Total.		
10,841	1,050	3,331	77,902	...	77,902	1st half	LXXI	
13,135	838	5,506	89,713	...	89,713	2nd half		
23,976	1,888	8,837	1,67,615	...	1,67,615	Total.		
1,395	137	392	10,385	...	10,385	1st half		
2,063	129	850	15,037	...	15,937	2nd half		
3,458	266	1,242	25,422	...	25,422	Total.		
697	107	9	12,165	...	12,165	1st half	LXXII	
727	158	...	12,570	...	12,570	2nd half		
1,424	265	9	24,735	...	24,735	Total.		
16,969	1,955	7,720	1,77,752	(b) 27,174	1,50,578	1st half	LXXIII	(b) Including R353 charged for working the Dhrángadra railway.
31,227	2,341	10,335	1,67,258	25,666	1,41,592	2nd half		
48,196	4,296	18,055	3,45,010	52,840	2,92,170	Total.		
					17,230	1st half	LXXIV	
					13,825	2nd half		
					31,055	Total.		
					9,591	1st half	LXXV	(c) Opened for traffic from the 1st June 1898.
					8,202	2nd half		
					17,793	Total.		
					...	1st half	LXXVI	
					3,640	2nd half		
					3,640	Total.		
10,91,499	77,815	3,67,730	53,98,924	5,18,262	52,35,313	1st half		
9,68,267	73,558	3,42,224	48,81,527	4,37,995	47,30,518	2nd half		
20,59,766	1,51,373	7,09,954	1,02,90,008	9,56,257	99,75,388	Total (a)		
...	...	...	4,518	...	4,518	1st half		
...	...	...	2,378	...	2,378	2nd half		
...	...	...	6,896	...	6,896	Total.		
...	...	...	8,313	...	8,313	1st half	LXXXII	
...	...	...	8,143	...	8,143	2nd half		
...	...	...	16,456	...	16,456	Total.		
22,642	263	5,680	72,581	871	71,710	1st half	LXXXIII	
18,215	310	4,452	64,511	7	64,504	2nd half		
40,857	573	10,138	1,37,092	878	1,36,214	Total.		
3,262	211	129	12,494	...	12,494	1st half	LXXXIV	
1,996	240	75	10,763	...	10,763	2nd half		
5,258	451	204	23,257	...	23,257	Total.		
...	...	...	8,342	...	8,342	1st half	LXXXV	(d) The Indian Railways Act has been applied from the 7th October 1898.
...	...	...	14,914	...	14,914	2nd half		
...	...	...	23,256	...	23,256	Total.		
...	...	...	3,654	...	3,654	1st half	LXXXVI	
...	...	...	5,588	...	5,588	2nd half		
...	...	...	9,242	...	9,242	Total.		
...	...	...	6,025	...	6,025	1st half	LXXXVII	
...	...	...	5,870	...	5,870	2nd half		(e) The Indian Railways Act has been applied from the 19th May 1896.
			11,895	...	11,895	Total.		
25,904	474	5,815	1,15,927	871	1,15,056	1st half	LXXXVIII	
20,211	550	4,527	1,12,167	7	1,12,160	2nd half		
46,115	1,024	10,342	2,28,094	878	2,27,216	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half years ended the 30th June and the 31st December 1898. [From Abstract B of

Classification Number.	Railway.	1898.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			₹	₹	₹	₹	₹
	Brought forward Special gauges	1st half	4,662	17,555	26,295	1,959	3,311
		2nd half	4,797	17,017	23,828	1,029	3,315
		Total .	9,459	34,572	59,123	2,088	6,626
LXXXVIII	Tezpur Balipara (2′ 6″) (*a*) .	1st half	Details not furnished.				
		2nd half					
		Total .					
XCI	The Gaekwar's Dabhoi (2′ 6″) .	1st half	456	4,114	11,964	2,189	1,258
		2nd half	456	2,896	7,158	1,837	824
		Total "	912	7,010	19,122	4,026	2,082
XCII	Rajpipla (2′ 6″) . . .	1st half	216	671	1,216	265	95
		2nd half	216	494	1,258	200	123
		Total .	432	1,165	2,474	465	218
XCIV	Cooch Behar (2′ 6″) . . .	1st half	Details not furnished.				
		2nd half					
		Total .					
XCV	Morvi (2′ 6″)	1st half	3,409	4,335	21,777	647	1,299
		2nd half	3,829	3,887	21,801	544	1,134
		Total .	7,238	8,222	43,576	1,191	2,433
	Total special gauges.	1st half	8,743	26,675	61,252	4,160	5,903
		2nd half	9,298	24,294	54,045	3,610	5,396
		Total .	18,041	50,969	1,15,297	7,770	11,359
	Total of all gauges for the year	...	32,73,106	89,21,736	1,35,33,066	9,40,447	14,69,483

A—*continued*

RAILWAYS—(PART I)— *continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
Locomotive engines.	Machinery.							
£	£	£	£	£	£			
25,904	474	5,815	1,15,927	871	1,15,056	1st half		
20,211	550	4,527	1,12,167	7	1,12,160	2nd half		
46,115	1,024	10,342	2,28,094	878	2,27,216	Total.		
			6,435	...	6,435	1st half	LXXXVIII	(a) The Indian Railways Act has been applied from the 3rd May 1898.
			6,825	...	6,825	2nd half		
			13,260	...	13,260	Total .		
83,073	...	685	1,03,739	...	1,03,739	1st half	XCI	
7,235	...	774	21,180	...	21,180	2nd half		
90,308	...	1,459	1,24,919	...	1,24,919	Total.		
183	...	43	2,689	...	2,689	1st half	XCII	
173	...	41	2,505	...	2,505	2nd half		
356	...	84	5,194	...	5,194	Total.		
			3,481	...	3,481	1st half	XCIV	
			2,462	...	2,462	2nd half		
			5,943	...	5,943	Total.		
6,572	...	104	38,143	822	37,321	1st half	XCV	
6,208	...	294	37,697	504	37,193	2nd half		
12,780	...	398	75,840	1,326	74,514	Total.		
1,15,732	474	6,647	2,53,248	1,693	2,68,721	1st half		
33,827	550	5,636	1,84,836	511	1,82,325	2nd half		
1,49,559	1,024	12,283	4,53,250	2,204	4,51,046	Total.		
96,68,925	8,02,893	42,62,721	4,29,68,880	16,54,964	4,29,16,595			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1898. [From Abstract C of

Classification Number.	Railway.	1898.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
			R	R	R	R	R
	STANDARD GAUGE.						
I	East Indian	1st half	51,668	1,70,052	7,31,047	10,110	96,432
		2nd half	52,674	2,45,447	3,66,797	1,286	78,028
		Total	1,04,342	4,15,499	10,97,844	11,396	1,74,460
II	Bengal Central	1st half	3,715	12,909	8,026	449	3,288
		2nd half	3,455	7,902	5,495	642	3,112
		Total	7,170	20,811	13,521	1,091	6,400
III	Bengal-Nágpur	1st half	15,087	20,674	58,367	1,420	25,250
		2nd half	14,899	27,663	59,081	2,208	26,879
		Total	29,986	48,337	1,17,448	3,628	52,129
IV	Indian Midland	1st half	17,384	56,319	54,063	3,585	24,476
		2nd half	19,612	63,957	57,336	3,337	24,837
		Total	36,996	1,20,276	1,11,399	6,922	49,313
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed State railway.				
		2nd half					
		Total					
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XII	North Western State	1st half	47,317	1,95,412	3,65,458	15,476	1,25,634
		2nd half	59,767	3,49,264	3,41,261	12,719	1,22,126
		Total	1,07,084	5,44,676	7,06,716	28,195	2,47,760
XIII	Hyderabad-Shádipalli	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XIV	Oudh and Rohilkhand State	1st half	12,201	10,518	55,256	2,381	29,130
		2nd half	12,952	54,647	2,62,902	2,398	30,098
		Total	25,153	65,165	3,18,158	4,779	59,228
XV	Eastern Bengal State (a)	1st half	39,960	85,180	1,07,552	3,099	32,269
		2nd half	38,328	78,395	79,311	2,267	33,315
		Total	78,288	1,63,575	1,86,863	5,366	65,584
XVI	Calcutta Port Commissioners	1st half	...	...	14,572	227	1,962
		2nd half	...	...	8,122	592	1,866
		Total	...	...	22,694	819	3,828
XVII	East Coast State	1st half	10,499	19,213	17,496	685	14,043
		2nd half	12,461	21,245	13,026	1,465	13,940
		Total	22,960	40,458	30,522	2,150	27,983
XIX	Great Indian Peninsula	1st half	52,802	2,00,088	10,98,863	22,757	1,10,385
		2nd half	54,750	1,83,743	11,20,866	23,197	1,05,263
		Total	1,17,552	3,83,831	22,19,729	45,954	2,15,648
XX	Bombay, Baroda and Central India	1st half	26,343	1,20,956	2,17,773	21,594	37,322
		2nd half	32,315	1,03,318	2,27,026	27,894	38,334
		Total	58,658	2,24,274	4,44,799	49,488	75,656
XXI	Madras	1st half	22,424	48,803	1,08,200	5,669	37,730
		2nd half	17,969	71,096	96,300	4,322	34,588
		Total	40,393	1,19,899	2,04,500	9,991	72,318
XXIV	Southern Punjab (Delhi-Samásata)	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXV	Tápti Valley (b)	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXIII	The Nizam's Guaranteed State	1st half	7,063	23,018	22,309	695	12,321
		2nd half	6,881	17,842	19,795	442	10,576
		Total	13,944	40,860	42,104	253	22,897
XXXIV	Nágdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXV	The Gaekwar's Petlád	1st half					
		2nd half					
		Total					
	Total STANDARD GAUGE carried over	1st half	3,06,463	9,63,142	28,58,979	88,147	5,50,242
		2nd half	3,26,063	12,24,519	26,57,318	81,885	5,22,962
		Total	6,32,526	21,87,661	55,16,297	1,70,032	10,73,204

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
R	R	R	R			
11,235	10,70,544	3,194	10,67,350	1st half	I	
13,010	7,57,242	3,137	7,54,105	2nd half		
24,245	18,27,786	6,331	18,21,455	Total.		
199	28,586	...	28,586	1st half	II	
71	20,677	...	20,677	2nd half		
270	49,263	...	49,263	Total.		
5,114	1,25,912	....	1,25,912	1st half	III	
678	1,31,408	...	1,31,408	2nd half		
5,792	2,57,320	...	2,57,320	Total.		
710	1,56,537	...	1,56,537	1st half	IV	
492	1,69,571	...	1,69,571	2nd half		
1,202	3,26,108	...	3,26,108	Total.		
			24,220	1st half	VI	
			24,769	2nd half		
			48,989	Total.		
			3,337	1st half	IX	
			2,000	2nd half		
			5,337	Total.		
			1,071	1st half	X	
			829	2nd half		
			1,900	Total.		
17,477	7,06,771	96,754	6,70,017	1st half	XII	
—788	8,84,349	76,846	8,07,503	2nd half		
16,689	16,51,120	1,73,600	14,77,520	Total.		
			8,497	1st half	XIII	
			7,032	2nd half		
			15,529	Total.		
2,196	1,11,682	...	1,11,682	1st half	XIV	(a) Including the metre and special gauge sections of the undertaking.
1,450	3,64,447	...	3,64,447	2nd half		
3,646	4,76,129	...	4,76,129	Total.		
2,975	2,71,035	...	2,71,035	1st half	XV	
3,637	2,35,253	...	2,35,253	2nd half		
6,612	5,06,288	...	5,06,288	Total.		
...	16,761	...	16,761	1st half	XVI	
...	10,580	...	10,580	2nd half		
...	27,341	...	27,341	Total.		
1,696	63,632	...	63,632	1st half	XVII	
7,833	69,970	...	69,970	2nd half		
9,529	1,33,602	...	1,33,602	Total.		
3,44,025	18,28,920	2,256	18,26,664	1st half	XIX	
3,80,821	18,68,640	2,100	18,66,540	2nd half		
7,24,846	36,97,560	4,356	36,93,204	Total.		
54,299	4,78,287	5,004	4,73,283	1st half	XX	
38,855	4,67,742	5,729	4,62,013	2nd half		
93,154	9,46,029	10,733	9,35,296	Total.		
12,621	2,35,447	5,405	2,30,042	1st half	XXI	
16,998	2,41,273	6,215	2,35,058	2nd half		
29,619	4,76,720	11,620	4,65,100	Total.		
			62,992	1st half	XXIV	
			49,588	2nd half		
			1,12,580	Total.		
			...	1st half	XXV	(b) Opened for traffic on the 1st December 1898.
			194	2nd half		
			194	Total.		
1,409	66,815	3,337	63,478	1st half	XXXIII	
7,037	61,689	2,000	59,689	2nd half		
8,446	1,28,504	5,337	1,23,167	Total.		
			3,771	1st half	XXXIV	
			3,644	2nd half		
			7,415	Total.		
			1,233	1st half	XXXV	
			1,891	2nd half		
			3,124	Total.		
4,53,956	52,20,929	1,15,950	52,10,100	1st half		
4,70,094	52,82,841	96,027	52,76,761	2nd half		
9,24,050	1,05,03,770	2,11,977	1,04,86,861	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1898. [From Abstract C of

Classification Number.	Railway.	1898.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	3,06,463	9,63,142	28,58,979	88,147	5,50,242
		2nd half	3,26,063	12,24,519	26,57,318	81,885	5,22,962
		Total	6,32,526	21,87,661	55,16,297	1,70,032	10,73,204
XXXVI	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XXXVII	Rájpura-Bhátinda	1st half	Included with the North Western State railway.				
		2nd half					
		Total					
XXXVIII	Jammu and Kashmir (Native state section).	1st half					
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	3,06,463	9,63,142	28,58,979	88,147	5,50,242
		2nd half	3,26,063	12,24,519	26,57,318	81,885	5,22,962
		Total	6,32,526	21,87,661	55,16,297	1,70,032	10,73,204
	METRE GAUGE.						
XL	Bengal and North-Western—						
	Tirhoot section / Company's section	1st half	10,842	18,007	28,032	1,415	18,956
		2nd half	11,779	16,057	21,886	222	16,331
		Total	22,621	34,064	49,918	1,637	35,287
XLII	Rajputana-Malwa	1st half	41,099	1,33,756	2,27,670	1,652	65,812
		2nd half	41,473	1,61,560	2,07,432	1,970	66,342
		Total	82,572	2,95,316	4,35,102	3,622	1,32,154
XLIII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLIV	Southern Mahratta	1st half	26,465	94,342	81,797	4,483	19,498
		2nd half	26,042	71,396	85,140	2,946	18,821
		Total	52,507	1,65,738	1,66,937	7,429	38,319
XLV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway				
		2nd half					
		Total					
XLVI	Mysore section (Southern Mahratta)	1st half					
		2nd half					
		Total					
XLVII	South Indian	1st half	21,641	1,43,699	76,890	...	22,691
		2nd half	21,941	1,15,695	1,00,654	—2	24,141
		Total	43,582	2,59,394	1,77,544	—2	46,832
XLVIII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
XLIX	Assam-Bengal	1st half	1,680	2,742	2,509	1	4,495
		2nd half	1,651	14,956	12,155	...	3,574
		Total	3,331	17,698	14,664	1	8,069
L	Burma	1st half	23,850	49,540	98,898	4,363	29,901
		2nd half	25,025	67,827	86,873	6,333	28,891
		Total	48,875	1,17,373	1,85,771	10,696	58,792
LIV	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LVII	Rohilkund and Kumaon (Company's section). (*a*)	1st half	4,620	4,827	11,597	419	4,334
		2nd half	4,530	4,210	9,718	709	3,986
		Total	9,150	9,037	21,315	1,128	8,320
LIX	Bengal Dooars	1st half	843	398	557	5	692
		2nd half	1,307	781	171	12	397
		Total	2,150	1,179	728	17	1,089
	TOTAL METRE GAUGE carried over	1st half	1,31,040	4,47,317	5,27,950	12,338	1,66,579
		2nd half	1,33,748	4,52,482	5,21,029	12,190	1,62,283
		Total (*b*)	2,64,788	8,99,799	10,51,979	24,528	3,28,862

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
R	*R*	*R*	*R*			
4,53,956	52,20,929	1,15,950	52,10,100	1st half		
4,70,094	52,82,841	96,027	52,76,761	2nd half		
9,24,050	1,05,03,770	2,11,977	1,04,86,861	Total.		
			4,334	1st half	XXXVI	
			5,386	2nd half		
			9,720	Total.		
			23,867	1st half	XXXVII	
			18,681	2nd half		
			42,548	Total.		
			1,398	1st half	XXXVIII	
			1,545	2nd half		
			2,943	Total.		
4,53,956	52,20,929	1,15,950	52,39,699	1st half		
4,70,094	52,82,841	96,027	53,02,373	2nd half		
9,24,050	1,05,03,770	2,11,977	1,05,42,072	Total.		
1,260	78,512	...	78,512	1st half	XL	
691	66,966	...	66,966	2nd half		
1,951	1,45,478	...	1,45,478	Total.		
11,720	4,81,715	35,021	4,46,094	1st half	XLII	
4,067	4,82,844	35,840	4,47,004	2nd half		
15,793	9,64,559	71,461	8,93,098	Total.		
			750	1st half	XLIII	
			850	2nd half		
			1,600	Total.		
136	2,26,721	67,492	1,59,229	1st half	XLIV	
—2,659	2,01,684	57,561	1,44,123	2nd half		
—2,523	4,28,407	1,25,053	3,03,354	Total.		
			13,365	1st half	XLV	
			11,937	2nd half		
			25,302	Total.		
			45,141	1st half	XLVI	
			37,366	2nd half		
			82,507	Total.		
4,929	2,68,950	12,564	2,56,386	1st half	XLVII	
3,548	2,65,977	12,835	2,53,142	2nd half		
7,577	5,34,927	25,399	5,09,528	Total.		
			7,306	1st half	XLVIII	
			7,571	2nd half		
			14,877	Total.		
407	11,834	...	11,834	1st half	XLIX	
318	32,654	...	32,654	2nd half		
725	44,488	...	44,488	Total.		
2,835	2,09,393	...	2,09,393	1st half	L	
4,619	2,19,568	...	2,19,568	2nd half		
7,454	4,28,961	...	4,28,961	Total.		
	2,626	...	2,626	1st half	LIV	
	2,626	...	2,626	2nd half		
				Total.		
184	25,981	...	25,981	1st half	LVII	(*a*) Including the *Lucknow-Bareilly section.*
741	23,894	...	23,894	2nd half		
925	49,875	...	49,875	Total.		
2	2,497	...	2,497	1st half	LIX	
...	2,668	...	2,668	2nd half		
2	5,165	...	5,165	Total.		
20,579	13,05,603	1,15,677	12,50,488	1st half		
11,325	12,90,257	1,06,236	12,47,745	2nd half		
31,904	26,04,486	2,21,913	25,06,859	Total (*b*)		(*b*) Including the Deoghur railway, *for which yearly figures are shown.*

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1898. [From Abstract C of

Classification Number.	Railway.	1898.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
	Metre gauge—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	1,31,040	4,47,317	5,27,950	12,338	1,66,379
		2nd half	1,33,748	4,52,482	5,24,029	12,190	1,62,483
		Total (*a*)	2,64,788	8,99,799	10,51,979	24,528	3,28,862
LX	Dibru-Sadiya	1st half	2,733	3,288	14,004	960	2,519
		2nd half	2,854	2,944	13,411	1,144	2,792
		Total	5,587	6,232	27,415	2,104	5,311
LXI	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway.				
		2nd half					
		Total					
LXII	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	The Gaekwar's Mehsána	1st half					
		2nd half					
		Total					
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Yesvantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVII	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXXI	Jodhpur-Bikaner—Jodhpur section	1st half	1,428	3,608	2,361	324	2,423
		2nd half	1,478	4,258	3,008	290	2,101
		Total	2,906	7,866	5,369	614	4,524
	Bikaner section	1st half	191	472	309	38	355
		2nd half	224	650	485	44	352
		Total	415	1,122	794	82	707
LXXII	Udaipur-Chitor	1st half	387	425	266	...	721
		2nd half	375	467	155	2	422
		Total	762	892	421	2	1,143
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	5,024	10,822	9,070	978	3,721
		2nd half	5,504	11,096	14,839	1,170	3,278
		Total	10,528	21,918	23,909	2,148	6,999
LXXIV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.				
		2nd half					
		Total					
LXXV	Jámnagar	1st half					
		2nd half					
		Total					
LXXVI	Dhrángadra(*b*)	1st half					
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	1,40,803	4,65,932	5,53,960	14,638	1,76,118
		2nd half	1,44,183	4,71,897	5,55,927	14,840	1,71,428
		Total (*a*)	2,84,986	9,37,829	11,09,887	29,478	3,47,546
	Special gauges.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	2,631	5,222	12,389	90	1,591
		2nd half	2,704	7,940	10,246	90	1,556
		Total	5,335	13,162	22,635	180	3,147
LXXXIV	Barsi Light (2′ 6″)	1st half	813	451	451	231	433
		2nd half	890	415	169	76	394
		Total	1,703	866	620	307	827
LXXXV	Howrah-Amta (2′ 0″) (*c*)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*c*)	1st half	Details not furnished.				
		2nd half					
		Total					
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*d*)	1st half	Details not furnished.				
		2nd half					
		Total					
	Total special gauges carried over	1st half	3,444	5,673	12,840	321	2,024
		2nd half	3,594	8,355	10,415	166	1,950
		Total	7,038	14,028	23,255	487	3,974

A—continued.

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
£	£	£	£			
20,579	13,05,603	1,15,677	12,56,488	1st half		
11,325	12,96,257	1,06,236	12,47,745	2nd half		
31,904	26,04,486	2,21,913	25,00,859	Total (*a*)		
...	23,504	1,621	21,883	1st half	LX	(*a*) Including the Deoghur railway, for which yearly figures are shown.
...	23,145	1,447	21,698	2nd half		
...	46,649	3,068	43,581	Total.		
			1,021	1st half	LXI	
			1,447	2nd half		
			3,068	Total.		
			3,224	1st half	LXII	
			3,107	2nd half		
			6,331	Total.		
			7,427	1st half	LXIV	
			7,114	2nd half		
			14,541	Total.		
			2,271	1st half	LXV	
			2,414	2nd half		
			4,685	Total.		
			5,631	1st half	LXVI	
			5,073	2nd half		
			10,704	Total.		
			1,084	1st half	LXVII	
			769	2nd half		
			1,853	Total.		
90	10,234	...	10,234	1st half	LXXI	
78	11,213	...	11,213	2nd half		
168	21,447	...	21,447	Total.		
6	1,371	...	1,371	1st half		
11	1,766	...	1,766	2nd half		
17	3,137	...	3,137	Total.		
...	1,799	...	1,799	1st half	LXXII	
...	1,421	...	1,421	2nd half		
...	3,220	...	3,220	Total.		
121	29,736	4,546	25,190	1st half	LXXIII	
15	35,902	5,509	30,393	2nd half		
136	65,638	10,055	55,583	Total.		
			2,882	1st half	LXXIV	
			2,967	2nd half		
			5,849	Total.		
			1,604	1st half	LXXV	(*b*) Opened for traffic o the 1st June 1898. The figures for June are included with those for the 2nd half of 1898.
			1,761	2nd half		
			3,365	Total.		
			...	1st half	LXXVI	
			781	2nd half		
			781	Total.		
20,796	13,72,247	1,21,844	13,42,709	1st half		
11,429	13,60,704	1,13,192	13,39,669	2nd half		
32,225	27,44,577	2,35,036	26,85,004	Total (*a*)		
...	1,792	...	1,792	1st half		
...	1,552	...	1,552	2nd half		
...	3,344	...	3,344	Total.		
...	2,538	...	2,538	1st half	LXXXII	
...	2,375	...	2,375	2nd half		
...	4,913	...	4,913	Total.		
...	21,923	154	21,769	1st half	LXXXIII	
...	22,536	7	22,529	2nd half		
...	44,459	161	44,298	Total.		
...	2,379	...	2,379	1st half	LXXXIV	
...	1,944	...	1,944	2nd half		
...	4,323	...	4,323	Total.		
...	2,538	...	2,538	1st half	LXXXV	(*c*) The Indian Railways Act has been applied from the 7th October 1898.
...	6,413	...	6,413	2nd half		
...	8,951	...	8,951	Total.		
...	2,028	...	2,028	1st half	LXXXVI	
...	1,554	...	1,554	2nd half		
...	3,582	...	3,582	Total.		
...	1,012	...	1,012	1st half	LXXXVII	(*d*) The Indian Railways Act has been applied from the 19th May 1896.
...	1,443	...	1,443	2nd half		
...	2,455	...	2,455	Total.		
...	34,210	154	34,056	1st half		
...	37,817	7	37,810	2nd half		
	72,027	161	71,866	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1898. [From Abstract C of

Classification Number.	Railway.	1898.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			₹	₹	₹	₹	₹
	Brought forward special gauges	1st half	3,444	5,673	12,840	321	2,024
		2nd half	3,594	8,355	10,415	166	1,950
		Total .	7,038	14,028	23,255	487	3,974
LXXXVIII	Tezpur-Balipara (2′ 6″) (*a*) . . .	1st half	Details not furnished.				
		2nd half					
		Total .					
XCI	The Gaekwar's Dabhoi (2′ 6″) . .	1st half	152	1,497	8,064	...	1,581
		2nd half	152	1,095	9,706	...	1,609
		Total .	304	2,592	17,770	...	3,190
XCII	Rajpipla (2′ 6″)	1st half	72	20	157	...	393
		2nd half	72	66	323	...	249
		Total .	144	86	480	...	642
XCIV	Cooch Behar (2′ 6″) . . .	1st half	Details not furnished.				
		2nd half					
		Total .					
XCV	Morvi (2′ 6″)	1st half	2,009	3,548	435	...	1,070
		2nd half	2,229	4,477	1,013	...	1,047
		Total .	4,238	8,025	1,448	...	2,117
	Total special gauges	1st half	5,677	10,738	27,496	321	5,068
		2nd half	6,047	13,993	21,457	166	4,855
		Total .	11,724	24,731	42,953	487	9,923
	Total of all gauges for the year	...	9,29,236	31,50,221	66,69,137	1,99,997	14,30,673

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
£	£	£	£			
...	34,210	154	34,056	1st half		
...	37,817	7	37,810	2nd half		
...	72,027	161	71,866	Total .		
...	2,398	...	2,398	1st half	LXXXVIII	(a) The Indian Railways Act has been applied from the 3rd May 1898.
...	2,386	...	2,386	2nd half		
...	4,784	...	4,784	Total .		
1,529	12,823	...	12,823	1st half	XCI	
944	13,506	...	13,506	2nd half		
2,473	26,329	...	26,329	Total.		
39	681	...	681	1st half	XCII	
39	749	...	749	2nd half		
78	1,430	...	1,430	Total.		
...	1,590	...	1,590	1st half	XCIV	
...	1,189	...	1,189	2nd half		
...	2,779	...	2,779	Total.		
...	7,062	411	6,651	1st half	XCV	
186	8,952	252	8,700	2nd half		
186	16,014	663	15,351	Total.		
1,568	58,764	565	58,199	1st half		
1,169	64,599	259	64,340	2nd half		
2,737	1,23,363	824	1,22,539	Total.		
9,59,012	1,33,71,710	4,47,837	1,33,49,615			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract D of

Classification Number.	Railway.	1898.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE.		R	R	R	R	R	R	R
I	East Indian	1st half	2,45,337	9,78,010	4,11,222	2,07,154	28,522	77,616	5,135
		2nd half	2,40,967	9,48,548	4,00,206	1,69,450	19,493	79,454	4,513
		Total	4,86,304	19,26,558	8,11,428	3,76,604	48,015	1,57,070	9,648
II	Bengal Central	1st half	7,794	32,868	6,753	8,964	58	6,626	...
		2nd half	8,215	33,554	6,723	7,159	396	6,677	...
		Total	16,009	66,422	13,476	16,123	454	13,303	...
III	Bengal-Nágpur	1st half	57,075	1,16,812	39,994	31,778	3,523	25,252	479
		2nd half	59,415	1,13,121	36,429	26,053	1,564	20,923	156
		Total	1,16,490	2,29,933	76,423	57,831	5,087	46,175	635
IV	Indian Midland	1st half	45,616	1,02,930	36,049	28,659	1,234	13,263	208
		2nd half	48,314	1,05,285	34,491	32,052	891	18,515	119
		Total	93,930	2,08,215	70,540	60,711	2,125	31,778	327
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed state railway.						
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.						
XII	North Western State	1st half	2,03,780	7,69,773	2,76,347	1,59,034	17,338	64,289	
		2nd half	2,00,682	7,58,100	2,66,369	1,47,994	38,860	89,886	
		Total	4,04,462	15,27,873	5,42,716	3,07,028	56,198	1,54,175	
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIV	Oudh and Rohilkhand State	1st half	57,149	2,03,350	57,777	49,774	3,563	25,403	875
		2nd half	61,732	2,04,394	61,917	45,115	5,431	22,530	841
		Total	1,18,881	4,07,744	1,19,694	94,889	8,994	47,933	1,716
XV	Eastern Bengal State (*a*)	1st half	1,03,348	4,98,242	74,083	65,719	6,561	31,425	9,651
		2nd half	1,08,465	4,66,293	76,539	64,512	4,679	32,459	7,219
		Total	2,11,813	9,64,535	1,50,622	1,30,231	11,240	63,884	16,870
XVI	Calcutta Port Commissioners'	1st half	12,281	55,568	5,270	702	532	5,418	...
		2nd half	14,604	24,287	6,431	589	420	5,643	...
		Total	26,885	79,855	11,701	1,291	952	11,061	...
XVII	East Coast State	1st half	35,922	91,773	23,016	16,030	2,565	9,522	334
		2nd half	40,164	87,040	21,497	11,993	1,592	15,794	272
		Total	76,086	1,78,813	44,513	28,023	4,157	25,316	606
XIX	Great Indian Peninsula	1st half	1,57,184	6,86,676	4,28,176	1,53,576	6,135	55,684	5,891
		2nd half	1,41,502	6,47,370	4,06,089	1,41,524	22,743	48,456	5,571
		Total	2,98,686	13,34,046	8,34,265	2,95,100	28,878	1,03,540	11,462
XX	Bombay, Baroda and Central India.	1st half	54,004	2,80,228	50,658	65,426	3,383	33,475	5,257
		2nd half	50,416	2,57,121	46,626	80,830	7,324	39,070	...
		Total	1,04,420	5,37,349	97,284	1,46,256	10,707	72,545	5,257
XXI	Madras	1st half	72,247	1,96,829	62,094	40,838	6,050	36,315	1,334
		2nd half	77,683	1,94,504	60,800	44,785	5,431	38,541	1,464
		Total	1,49,930	3,91,333	1,22,894	85,623	11,481	74,856	2,798
XXIV	Southern Punjab (Delhi-Samásata).	1st half 2nd half Total	Included with the North Western State railway.						
XXV	Tápti Valley (*b*)	1st half 2nd half Total	Included with the Bombay, Baroda and Central India Railway.						
XXXIII	The Nizam's Guaranteed state	1st half	22,357	55,672	21,938	10,876	637	7,453	...
		2nd half	22,622	55,228	22,393	14,640	1,048	7,801	...
		Total	44,979	1,10,900	44,331	25,516	1,685	15,254	...
XXXIV	Nágdá-Ujjain	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXXV	The Gaekwar's Petlád	1st half 2nd half Total							
	Total Standard Gauge carried over.	1st half	10,74,094	40,68,731	14,93,377	8,38,530	80,101	3,91,141	29,164
		2nd half	10,74,781	38,94,845	14,46,510	7,86,696	1,09,872	4,25,749	20,155
		Total	21,48,875	79,63,576	29,39,887	16,25,226	1,89,973	8,16,890	49,319

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAFFIC EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£	£	£			
16,022	31,185	3,668	20,03,871	409	20,03,462	1st half	I	
11,964	25,547	3,809	19,03,951	599	19,03,352	2nd half		
27,986	56,732	7,477	39,07,822	1,008	39,06,814	Total.		
57	—1,676	3	61,447	...	61,447	1st half	II	
716	3,927	229	67,596	...	67,596	2nd half		
773	2,251	232	1,29,043	...	1,29,043	Total.		
6	25,721	3,120	3,03,760	...	3,03,760	1st half	III	
12	26,580	1,125	2,85,378	...	2,85,378	2nd half		
18	52,301	4,245	5,89,138	...	5,89,138	Total.		
1,424	30,719	365	2,60,467	...	2,60,467	1st half	IV	
1,380	29,378	247	2,70,672	...	2,70,672	2nd half		
2,804	60,097	612	5,31,139	...	5,31,139	Total.		
					45,981	1st half	VI	
					42,213	2nd half		
					88,194	Total.		
					6,425	1st half	IX	
					4,391	2nd half		
					10,816	Total.		
					1,956	1st half	X	
					1,518	2nd half		
					3,474	Total.		
—556	19,637	14,172	15,23,314	1,23,977	13,99,837	1st half	XII	
1,152	24,059	12,148	15,39,250	98,468	14,40,782	2nd half		
596	43,696	26,320	36,63,064	2,22,445	28,40,619	Total.		
					10,887	1st half	XIII	
					9,010	2nd half		
					19,897	Total.		
225	14,068	765	4,12,949	...	4,12,949	1st half	XIV	
170	7,054	1,044	4,10,228	...	4,10,228	2nd half		
395	21,122	1,809	8,23,177	...	8,23,177	Total.		
3,523	...	8,502	8,01,054	...	8,01,054	1st half	XV	(a) Including the "metre and special gauge sections of the undertaking.
5,860	1,434	12,265	7,79,725	...	7,79,725	2nd half		
9,383	1,434	20,767	15,80,779	...	15,80,779	Total.		
...	...	...	79,771	...	79,771	1st half	XVI	
...	...	...	51,974	...	51,974	2nd half		
...	...	...	1,31,745	...	1,31,745	Total.		
130	4,054	905	1,84,251	...	1,84,251	1st half	XVII	
118	3,555	837	1,82,862	...	1,82,862	2nd half		
248	7,609	1,742	3,67,113	...	3,67,113	Total.		
3,956	17,777	22,235	15,36,690	...	15,36,690	1st half	XIX	
3,955	18,075	19,162	14,54,447	...	14,54,447	2nd half		
7,911	35,852	41,397	29,91,137	...	29,91,137	Total.		
1,172	23,204	480	5,17,287	5,561	5,11,726	1st half	XX	
1,328	18,471	3,613	5,04,799	6,303	4,98,496	2nd half		
2,500	41,675	4,093	10,22,086	11,864	10,10,222	Total.		
3,045	6,473	4,698	4,29,923	9,941	4,19,982	1st half	XXI	
2,641	8,345	7,212	4,41,406	11,492	4,29,914	2nd half		
5,686	14,818	11,910	8,71,329	21,433	8,49,896	Total.		
					80,711	1st half	XXIV	
					63,536	2nd half		
					1,44,247	Total		
					...	1st half	XXV	
					215	2nd half		
					215	Total.		
783	9,260	43	1,29,019	6,425	1,22,594	1st half	XXXIII	(b) Opened for traffic on the 18th December 1898.
889	11,475	35	1,36,131	4,391	1,31,740	2nd half		
1,672	20,735	78	2,65,150	30,816	2,54,334	Total.		
					4,227	1st half	XXXIV	
					4,047	2nd half		
					8,274	Total.		
					1,334	1st half	XXXV	
					2,041	2nd half		
					3,375	Total.		
29,787	1,80,422	58,956	82,44,303	1,46,313	82,49,511	1st half		
30,185	1,77,900	61,726	80,28,419	1,21,253	80,34,137	2nd half		
59,972	3,58,322	1,20,682	1,62,72,722	2,67,566	1,62,83,648	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1898. [From Abstract D of

Classification Number.	Railway.	1898.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	10,74,094	40,68,731	14,93,377	8,38,530	80,101	3,91,141	29,164
		2nd half	10,74,781	38,94,845	14,46,510	7,86,696	1,09,872	4,25,749	20,155
		Total	21,48,875	79,63,576	29,39,887	16,25,226	1,89,973	8,16,890	49,319
XXXVI	Kolar Gold-fields	1st half	Included with the Madras railway.						
		2nd half							
		Total							
XXXVII	Rájpura-Bhátinda	1st half	Included with the North Western State railway.						
		2nd half							
		Total							
XXXVIII	Jammu and Kashmir (Native state section)	1st half							
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	10,74,094	40,68,731	14,93,377	8,38,530	80,101	3,91,141	29,164
		2nd half	10,74,781	38,94,845	14,46,510	7,86,696	1,09,872	4,25,749	20,155
		Total	21,48,875	79,63,576	29,39,887	16,25,226	1,89 973	8,16,890	49,319
	METER GAUGE.								
XL	Bengal and North-Western—Tirhoot section Company's section	1st half	35,318	94,068	32,371	26,254	2,869	26,460	6,067
		2nd half	49,173	99,668	36,363	24,218	1,939	16,890	13,964
		Total	84,491	1,93,736	68,734	50,472	4,808	43,350	20,031
XLII	Rajputana-Malwa	1st half	1,32,898	4,08,364	1,21,758	1,15,821	17,037	52,381	103
		2nd half	1,40,117	3,65,681	1,18,339	97,784	12,430	45,709	112
		Total	2,73,015	7,73,045	2,40,097	2,13,605	29,467	98,090	215
XLIII	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
XLIV	Southern Mahratta	1st half	76,261	1,72,043	55,321	46,021	17,706	33,087	...
		2nd half	73,744	1,61,700	53,421	44,904	4,710	30,057	...
		Total	1,50,005	3,33,743	1,08,742	90,925	22,416	63,144	...
XLV	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
XLVI	Mysore section (Southern Mahratta).	1st half							
		2nd half							
		Total							
XLVII	South Indian	1st half	52,925	1,83,048	43,412	55,674	2,957	60,456	6
		2nd half	56,122	1,82,816	42,941	54,071	10,524	60,312	14
		Total	1,09,047	3,65,864	86,053	1,09,745	13,481	1,20,762	20
XLVIII	Máyavaram-Mutupet	1st half	Included with the South Indian railway.						
		2nd half							
		Total							
XLIX	Assam-Bengal	1st half	17,226	34,946	10,893	10,504	1,251	6,913	...
		2nd half	18,796	35,727	10,700	10,279	727	4,742	...
		Total	36,022	70,673	21,593	20,783	1,978	11,655	...
L	Burma	1st half	69,972	2,63,999	67,817	50,397	5,905	28,375	...
		2nd half	69,319	2,36,709	64,985	47,806	11,694	41,797	...
		Total	1,39,291	5,00,708	1,32,802	98,203	17,599	70,172	...
LIV	Deoghur	1st half	Details not furnished.						
		2nd half							
		Total							
LVII	Rohilkund and Kumaon (Company's section)(a)	1st half	13,038	23,846	6,222	7,256	512	5,584	...
		2nd half	12,653	22,875	5,618	6,132	622	5,274	...
		Total	25,691	46,721	11,840	13,388	1,134	10,358	...
LIX	Bengal-Dooars	1st half	3,298	7,916	793	604	79	731	...
		2nd half	3,729	9,781	748	516	94	839	...
		Total	7,027	17,797	1,541	1,120	173	1,570	...
	TOTAL METER GAUGE carried over (*b*)	1st half	4,00,936	11,88,230	3,38,587	3,12,531	48,316	2,13,981	6,176
		2nd half	4,23,653	11,14,957	3,33,115	2,85,710	42,740	2,05,620	14,090
		Total (*c*)	8,24,589	23,03,187	6,71,702	5,98,241	91,056	4,19,601	20,266

A.—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
R	R	R	R	R	R			
29,787	1,80,422	58,956	82,44,303	1,46,313	82,49,511	1st half		
30,185	1,77,900	61,726	80,28,419	1,21,253	80,34,137	2nd half		
59,972	3,58,322	1,20,682	1,62,72,722	2,67,566	1,62,83,648	Total.		
					7,914	1st half	XXXVI	
					9,853	2nd half		
					17,767	Total.		
					30,588	1st half	XXXVII	
					23,941	2nd half		
					54,529	Total.		
					1,791	1st half	XXXVIII	
					1,981	2nd half		
					3,772	Total.		
29,787	1,80,422	58,956	82,44,303	1,46,313	82,89,804	1st half		
30,185	1,77,900	61,726	80,28,419	1,21,253	80,69,912	2nd half		
59,972	3,58,322	1,20,682	1,62,72,722	2,67,566	1 63,59,716	Total.		
1,668	50	5,061	2,30,126	...	2,30,126	1st half	XL	
3,576	161	15,165	2,61,117	...	2,61,117	2nd half		
5,244	211	20,166	4,91,243	...	4,91,243	Total.		
3,381	34,526	2,078	8,88,347	66,972	8,21,375	1st half	XLII	
3,187	43,696	1,339	8,28,395	61,341	7,67,053	2nd half		
6,568	78,225	3,417	17,16,742	1,28,313	15,88,428	Total.		
					1,380	1st half	XLIII	
					1,479	2nd half		
					2,859	Total.		
4,208	26,733	—518	4,30,862	1,28,302	3,02,560	1st half	XLIV	
3,901	26,954	401	3,99,792	1,14,099	2,85,693	2nd half		
8,109	53,687	—117	8,30,654	2,42,401	5,88,253	Total.		
					25,395	1st half	XLV	
					23,663	2nd half		
					49,058	Total.		
					85,824	1st half	XLVI	
					74,069	2nd half		
					1,59,893	Total.		
2,655	7,770	2,451	4,11,348	13,616	3,97,732	1st half	XLVII	
1,102	8,344	280	4,16,526	15,390	4,01,136	2nd half		
3,757	16,114	2,731	8,27,874	006	7,93,868	Total.		
					11,335	1st half	XLVIII	
					11,998	2nd half		
					23,333	Total.		
615	...	54	82,402	...	82,402	1st half	XLIX	
471	...	58	81,500	...	81,500	2nd half		
1,086	...	112	1,63,902	...	1,63,902	Total.		
1,937	...	1,304	4,89,706	...	4,89,706	1st half	L	
2,771	...	1,352	4,76,433	...	4,76,433	2nd half		
4,708	...	2,656	9,66,139	...	9,66,139	Total.		
			5,649	...	5,649	1st half	LIV	
			5,649	...	5,649	2nd half		
						Total.		
607	6,774	17	63,856	...	63,856	1st half	LVII	(a) Including the Lucknow-Bareilly section.
510	8,085	33	61,802	...	61,802	2nd half		
1,117	14,859	50	1,25,658	...	1,25,658	Total.		
86	...	127	13,634	...	13,634	1st half	LIX	(b) Excluding the Mymensingh-Jamalpur-Jagannathganj railway, for which information is not available.
191	...	131	16,029	...	16,029	2nd half		
277	...	258	29,663	...	29,663	Total.		
15,157	75,853	10,514	26,10,281	2,08,890	25,25,325	1st half		
15,709	87,240	18,759	25,41,593	1,90,830	24,61,972	2nd half		
30,866	1,63,093	29,273	51,57,523	3,99,720	49,92,946	Total (b)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1898.. [From Abstract D of

Classification Number.	Railway.	1898.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			£	£	£	£	£	£	£
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE (*a*)	1st half	4,00,936	11,88,230	3,38,587	3,12,531	48,316	2,13,981	6,176
		2nd half	4,23,653	11,14,957	3,33,115	2,85,710	42,740	2,05,620	14,090
		Total (*b*)	8,24,589	23,03,187	6,71,702	5,98,241	91,056	4,19,601	20,266
LX	Dibru-Sadiya	1st half	5,267	12,168	2,879	714	99	1,679	2,375
		2nd half	5,918	12,144	2,682	461	2	1,958	3,173
		Total	11,185	24,312	5,561	1,175	101	3,637	5,548
LXI	Ledo and Tikak-Margherita Colliery.	1st half	Included with the Dibru-Sadiya railway.						
		2nd half							
		Total							
LXII	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXIV	The Gaekwar's Mehsána	1st half							
		2nd half							
		Total							
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXVI	Yesvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXVII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXXI	Jodhpur-Bikaner—								
	Jodhpur section	1st half	7,018	13,756	2,004	3,973	...	2,720	...
		2nd half	6,767	14,476	2,168	3,276	120	3,635	...
		Total	13,785	28,232	4,172	7,249	120	6,355	...
	Bikaner section	1st half	931	2,148	264	551	...	395	...
		2nd half	1,051	3,086	340	451	18	453	...
		Total	1,982	5,234	604	1,002	18	848	...
LXXII	Udaipur-Chitor	1st half	1,231	2,531	391	150	271	630	...
		2nd half	1,773	2,768	426	1,005	10	1,380	...
		Total	3,004	5,299	817	1,155	281	2,010	...
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	20,983	61,393	8,562	10,665	621	8,446	...
		2nd half	23,125	47,084	7,852	8,607	2,311	7,296	...
		Total	44,108	1,08,477	16,414	19,272	2,932	15,742	...
LXXIV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.						
		2nd half							
		Total							
LXXV	Jámnagar	1st half							
		2nd half							
		Total							
LXXVI	Dhrángadra (*c*)	1st half							
		2nd half							
		Total							
	TOTAL METRE GAUGE (*a*)	1st half	4,36,366	12,80,226	3,52,687	3,28,584	49,307	2,27,851	8,551
		2nd half	4,62,287	11,94,515	3,46,583	2,99,510	45,201	2,20,342	17,263
		Total (*b*)	8,98,653	24,74,741	6,99,270	6,28,094	94,508	4,48,193	25,814
	SPECIAL GAUGES								
	Cherra-Gompanyganj (2′ 6″)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXII	Jorhát (2′ 0″)	1st half							
		2nd half							
		Total							
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	3,630	13,284	5,280	1,871	502	1,110	...
		2nd half	3,422	12,579	5,105	2,342	...	799	...
		Total	7,052	25,863	10,385	4,213	502	1,909	...
LXXXIV	Bársi Light (2′ 6″)	1st half	1,553	3,899	514	9,330	160	2,007	...
		2nd half	1,299	3,354	486	1,937	3	2,135	...
		Total	2,852	12,253	1,000	2,267	163	4,142	...
LXXXV	Howrah-Amta (2′ 0″) (*d*)	1st half	Details not furnished.						
		2nd half							
		Total							
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*d*)	1st half							
		2nd half							
		Total							
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*e*)	1st half							
		2nd half							
		Total							
LXXXVIII	Tezpur Balipara (2′ 6″) (*f*)	1st half							
		2nd half							
		Total							
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	608	6,089	734	1,554	176	381	
		2nd half	608	4,669	620	1,236	99	870	...
		Total	1,216	10,758	1,354	2,790	275	1,251	...
	TOTAL SPECIAL GAUGES carried over.	1st half	5,791	23,272	6,528	3,755	838	3,498	...
		2nd half	5,329	20,602	6,211	5,515	102	3,804	...
		Total	11,120	43,874	12,739	9,270	940	7,302	...

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
15,157	75,853	10,514	26,10,281	2,38,890	25,25,325	1st half		(a) Excluding the Mymensingh-Jamalpur-Jagannathganj railway, for which information is not available.
15,709	87,240	18,759	25,41,593	1,90,830	24,61,972	2nd half		
30,866	1,63,093	29,273	51,57,523	3,99,720	49,92,946	Total (b)		(b) Including the Deoghur railway, for which yearly figures are shown.
162	...	5	25,348	1,771	23,577	1st half	LX	
42	...	2	26,382	1,650	24,732	2nd half		
204	...	7	51,730	3,421	48,309	Total.		
					1,771	1st half	LXI	
					1,650	2nd half		
					3,421	Total.		
					5,936	1st half	LXII	
					5,348	2nd half		
					11,284	Total.		
					13,675	1st half	LXIV	
					12,301	2nd half		
					25,976	Total.		
					4,317	1st half	LXV	
					4,786	2nd half		
					9,103	Total.		
					10,705	1st half	LXVI	
					10,056	2nd half		
					20,761	Total.		
					2,061	1st half	LXVII	
					1,525	2nd half		
					3,586	Total.		
69	472	...	30,012	...	30,012	1st half	LXXI	
46	669	...	31,157	...	31,157	2nd half		
115	1,141	...	61,169	...	61,169	Total.		
3	...	...	4,292	...	4,292	1st half		
6	...	...	5,405	...	5,405	2nd half		
9	...	...	9,697	...	9,697	Total.		
16	...	3	5,223	...	5,223	1st half	LXXII	
4	...	...	7,366	...	7,366	2nd half		
20	...	3	12,589	...	12,589	Total.		
247	4,269	210	1,15,396	14,787	1,00,609	1st half	LXXIII	
228	3,679	266	1,00,448	14,389	86,059	2nd half		
475	7,948	476	2,15,844	29,176	1,86,668	Total.		
					9,498	1st half	LXXIV	
					7,902	2nd half		
					17,400	Total.		
					5,077	1st half	LXXV	(c) Opened for traffic on the 1st June 1898.
					4,643	2nd half		
					9,720	Total.		
					...	1st half	LXXVI	
					1,844	2nd half		
					1,844	Total.		
15,654	80,594	10,732	27,90,552	2,25,448	27,42,078	1st half		
16,035	91,588	19,027	27,12,352	2,06,869	26,66,746	2nd half		
31,689	1,72,182	29,759	55,08,553	4,32,317	54,14,473	Total (b)		
			2,507	...	2,507	1st half		
			2,380	...	2,380	2nd half		
			4,887	...	4,887	Total.		
			9,545	...	9,545	1st half	LXXXII	
			9,297	...	9,297	2nd half		
			18,842	...	18,842	Total.		
...	4,032	...	29,709	...	29,709	1st half	LXXXIII	
110	4,069	...	28,426	...	28,426	2nd half		
110	8,101	...	58,135	...	58,135	Total.		
80	2,741	2	11,286	...	11,286	1st half	LXXXIV	
89	2,402	...	11,705	...	11,705	2nd half		
169	5,143	2	22,991	...	22,991	Total.		
			12,199	...	12,199	1st half	LXXXV	(d) The Indian Railways Act has been applied from the 7th October 1898.
			18,887	...	18,887	2nd half		
			31,086	...	31,086	Total.		
			7,772	...	7,772	1st half	LXXXVI	
			9,929	...	9,929	2nd half		
			17,701	...	17,701	Total.		
			8,910	...	8,910	1st half	LXXXVII	(e) The Indian Railways Act has been applied from the 19th May 1898.
			8,706	...	8,706	2nd half		
			17,616	...	17,616	Total.		
			7,137	...	7,137	1st half	LXXXVIII	(f) The Indian Railways Act has been applied from the 3rd May 1898.
			8,064	...	8,064	2nd half		
			15,201	...	15,201	Total.		
...	2,839	...	12,381	...	12,381	1st half	XCI	
...	2,018	...	10,120	...	10,120	2nd half		
...	4,857	...	22,501	...	22,501	Total.		
80	9,612		1,01,446	...	1,01,446	1st half		
199	8,489	...	1,07,514	...	1,07,514	2nd half		
279	18,101	2	2,08,960	...	2,08,960	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF TRAFFIC

Half-years ended the 30th June and the 31st December 1898. [From Abstract D of

Classification Number.	Railway.	1898.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	Special gauges—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward special gauges	1st half	5,791	23,272	6,528	3,755	838	3,498	...
		2nd half	5,329	20,602	6,211	5,515	102	3,804	...
		Total .	11,120	43,874	12,739	9,270	940	7,302	...
XCII	Rajpipla (2′ 6″) . . .	1st half	288	367	308	49	51	54	...
		2nd half	288	215	375	37	...	109	...
		Total.	576	582	683	86	51	163	...
XCIV	Cooch Behar (2′ 6″) . . .	1st half	Details not furnished.						
		2nd half							
		Total .							
XCV	Morvi (2′ 6″)	1st half	4,154	8,341	1,566	2,033	315	2,747	884
		2nd half	4,125	8,686	1,686	2,718	300	2,494	951
		Total .	8,279	17,027	3,252	4,751	615	5,241	1,835
	Total special gauges	1st half	10,233	31,980	8,402	5,837	1,204	6,299	884
		2nd half	9,742	29,503	8,272	8,270	402	6,407	951
		Total .	19,975	61,483	16,674	14,107	1,606	12,706	1,835
	Total of all gauges for the year.		30,67,504	1,04,99,800	36,55,831	22,67,427	2,86,087	12,77,789	76,968

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£	£	£			
80	9,612	2	1,01,446	...	1,01,446	1st half		
199	8,489	...	1,07,514	...	1,07,514	2nd half		
279	18,101	2	2,08,960	...	2,08,960	Total		
...	368	...	1,485	...	1,485	1st half	XCII	
...	826	...	1,850	...	1,850	2nd half		
...	1,194	...	3,335	...	3,335	Total		
...	...	...	5,146	...	5,146	1st half	XCIV	
			4,405	...	4,405	2nd half		
			9,551	...	9,551	Total		
76	...	317	20,433	...	20,433	1st half	XCV	
104	...	155	21,219	...	21,219	2nd half		
180	...	472	41,652	...	41,652	Total		
156	9,980	319	1,28,510	...	1,28,510	1st half		
303	9,315	155	1,34,988		1,34,988	2nd half		
459	19,295	474	2,63,498	...	2,63,498	Total		
92,120	5,49,799	1,50,915	2,20,44,773	6,99,886	2,20,37,687			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract E of

Classification Number.	Railway.	1898.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			£	£	£	£	£	£	£
	STANDARD GAUGE.								
I	East Indian	1st half	1,46,863	59,150	2,13,239	88,260	62,729	74,633	95,679
		2nd half	1,42,375	58,483	2,10,281	88,026	66,360	81,480	90,143
		Total	2,89,238	1,17,633	4,23,520	1,76,292	1,29,089	1,56,113	1,85,822
II	Bengal Central	1st half	19,918	10,843	14,155	1,218	1,027	8,636	2,287
		2nd half	19,506	11,030	14,368	1,254	1,104	6,484	2,716
		Total	39,424	22,473	28,523	2,472	2,131	14,540	5,003
III	Bengal-Nágpur	1st half	76,854	25,404	53,917	12,071	13,631	14,766	13,589
		2nd half	87,115	30,877	60,673	14,401	13,772	14,866	16,465
		Total	1,63,969	56,281	1,14,590	26,472	27,403	29,632	30,054
IV	Indian Midland	1st half	61,735	23,926	59,262	16,968	7,412	13,130	21,501
		2nd half	58,791	25,682	58,997	17,374	7,990	18,588	20,302
		Total	1,20,526	49,608	1,18,259	34,342	15,402	31,718	41,803
VI	Godhra-Rutlam-Nágdá	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
VII	Wardha Coal	1st half 2nd half Total	Included with the Great Indian Peninsula railway.						
VIII	Dhond-Manmád	1st half 2nd half Total							
IX	Bezwada extension (East Coast State).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.						
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half 2nd half Total	Included with the Madras railway.						
XII	North Western State	1st half	15,004	52,658	1,82,682	52,149	41,322	55,553	60,421
		2nd half	...	60,710	1,86,786	54,842	41,392	53,867	63,759
		Total	15,004	1,13,368	3,69,468	1,06,991	82,714	1,09,420	1,24,220
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western State railway.						
XIV	Oudh and Rohilkhand State.	1st half	12,083	25,406	69,331	15,194	10,980	13,105	14,404
		2nd half	...	21,576	70,568	15,743	11,528	12,231	14,679
		Total	12,083	46,982	1,39,899	30,937	22,508	25,336	29,083
XV	Eastern Bengal State (b)	1st half	30,586	41,369	92,405	10,480	20,486	23,801	16,526
		2nd half	...	35,567	93,067	10,184	21,133	16,844	17,025
		Total	30,586	76,936	1,85,472	20,664	41,619	40,645	33,551
XVI	Calcutta Port Commissioners'	1st half	...	4,074	2,000	...	...	1,200	...
		2nd half	...	5,041	1,000	...	...	862	...
		Total	...	9,115	3,000	...	...	2,062	...
XVII	East Coast State	1st half	...	21,089	50,794	14,583	8,157	18,516	6,562
		2nd half	...	19,703	51,287	14,482	8,648	14,400	6,632
		Total	...	40,792	1,02,081	29,065	16,805	32,916	13,194
XIX	Great Indian Peninsula	1st half	45,871	52,618	1,71,179	52,003	33,073	36,048	70,384
		2nd half	47,663	51,482	1,68,092	50,798	30,230	33,203	69,439
		Total	93,534	1,04,100	3,39,271	1,02,891	63,303	69,251	1,39,823
XX	Bombay, Baroda and Central India.	1st half	16,986	17,891	77,284	26,263	14,425	21,937	24,678
		2nd half	25,946	17,029	71,638	30,266	14,453	20,626	26,905
		Total	32,932	34,920	1,48,922	56,520	28,878	42,363	51,583
XXI	Madras	1st half	39,295	27,681	73,384	11,410	16,011	11,993	18,758
		2nd half	33,294	27,752	72,769	12,104	15,404	9,069	19,329
		Total	72,589	55,433	1,46,153	23,514	31,415	21,062	38,087
XXIV	Southern Punjab (Delhi-Samasata).	1st half 2nd half Total	Included with the North Western State railway.						
XXV	Tapti Valley	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
XXIX	Amráoti	1st half 2nd half Total	Included with the Great Indian Peninsula railway.						
XXX	Bina-Goona	1st half 2nd half Total	Included with the Indian Midland railway.						
XXXI	Bhopal-Ujjain	1st half 2nd half Total							
XXXII	The Nizam's Guaranteed state.	1st half	22,492	11,343	35,860	7,216	7,882	13,478	15,233
		2nd half	25,546	11,867	36,213	2,713	7,638	13,349	18,194
		Total	48,038	23,210	72,073	9,929	15,520	26,827	33,427
	TOTAL STANDARD GAUGE carried over.	1st half	4,87,687	3,73,452	10,95,492	3,07,905	2,37,135	3,06,016	3,60,022
		2nd half	4,40,236	3,77,399	10,95,739	3,11,187	2,33,652	2,95,869	3,65,628
		Total	9,27,923	7,50,851	21,91,231	6,19,092	4,70,787	6,01,885	7,25,650

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£	£	£			
4,312	2,03,755	1,936	9,50,576	630	9,49,946	1st half	I	
4,785	2,42,230	2,321	9,80,490	793	9,79,097	2nd half		
9,117	4,45,991	4,257	19,31,066	1,423	19,29,643	Total		
600	8,159	2	66,265	...	66,265	1st half	II	
556	8,901	10	60,529	...	65,529	2nd half		
1,156	17,060	12	1,32,794	...	1,32,794	Total		
2,184	64,411	426	2,77,253	...	2,77,253	1st half	III	
1,786	67,577	—1,015	3,06,517	...	3,06,517	2nd half		
3,970	1,31,988	—589	5,83,770	...	5,83,770	Total		
667	42,712	6	2,47,319	...	2,47,319	1st half	IV	
607	46,153	7	2,54,491	...	2,54,491	2nd half		
1,274	88,865	13	5,01,810	...	5,01,810	Total		
					37,370	1st half	VI	
					35,555	2nd half		
					72,925	Total		
			(a) 675	...	(a) 675	1st half	VII	(a) Expenditure incurred direct by the State.
			(a) 675	...	(a) 675	2nd half		
			1,350	...	1,350	Total		
			(a) 6,152	...	(a) 6,152	1st half	VIII	
			(a) 6,152	...	(a) 6,152	2nd half		
			12,304	...	12,304	Total		
					6,597	1st half	IX	
					4,338	2nd half		
					10,935	Total		
					1,302	1st half	X	
					978	2nd half		
					2,340	Total		
1,049	2,51,123	1,214	7,13,175	67,589	6,45,586	1st half	XII	
2,700	2,51,154	5,297	7,20,097	53,195	6,67,412	2nd half		
3,809	5,02,277	6,511	14,33,782	1,20,784	13,12,998	Total		
					6,407	1st half	XIII	
					4,868	2nd half		
					11,365	Total		
1,319	60,771	500	2,23,120	...	2,23,120	1st half	XIV	
1,157	64,165	1,032	2,12,679	...	2,12,679	2nd half		
2,503	1,24,936	1,532	4,35,799	...	4,35,799	Total		
1,034	1,02,415	92	3,39,094	...	3,39,994	1st half	XV	(b) Including the metre and special gauge sections of the undertaking.
4,109	1,01,022	182	2,99,133	...	2,99,133	2nd half		
5,943	2,03,437	274	6,39,127	...	6,39,127	Total		
...	1,457	5,834	14,565	...	14,565	1st half	XVI	
...	1,095	...	7,998	...	7,998	2nd half		
...	2,552	5,834	22,563	...	22,563	Total		
677	39,978	11	1,60,367	...	1,60,367	1st half	XVII	
508	41,749	256	1,57,665	...	1,57,665	2nd half		
1,185	81,727	267	3,18,032	...	3,18,032	Total		
2,450	1,77,802	29,500	6,71,108	...	6,71,108	1st half	XIX	
4,377	1,71,047	27,709	6,54,040	...	6,54,040	2nd half		
4,827	3,49,749	57,299	13,26,048	...	13,26,048	Total		
1,210	56,612	9,898	2,66,984	2,972	2,64,012	1st half	XX	
1,847	57,647	10,980	2,76,337	3,548	2,72,789	2nd half		
3,057	1,14,259	20,878	5,43,321	6,520	5,36,801	Total		
2,834	73,973	24,036	2,99,375	12,897	2,86,478	1st half	XXI	
3,117	71,728	19,976	2,84,572	12,291	2,72,281	2nd half		
5,951	1,45,701	44,012	5,83,947	25,188	5,58,759	Total		
					43,607	1st half	XXIV	
					34,328	2nd half		
					77,935	Total		
					...	1st half	XXV	
					123	2nd half		
					123	Total		
			(a)443	...	(a) 443	1st half	XXIX	
			(a)442	...	(a) 442	2nd half		
			885	...	885	Total		
			(a)1,880	...	(a)1,880	1st half	XXX	
			(a)1,095	...	(a)1,095	2nd half		
			2,975	...	2,975	Total		
			(a)1,710	...	(a) 1,710	1st half	XXI	
			(a)1,710	...	(a) 1,710	2nd half		
			3,420	...	3,420	Total		
262	18,412	286	1,32,464	6,597	1,25,867	1st half	XXXIII	
270	18,608	5	1,34,493	4,338	1,30,155	2nd half		
532	37,110	291	2,66,957	10,935	2,56,022	Total		
19,445	11,01,580	73,831	43,73,425	90,685	43,78,173	1st half		
25,009	11,44,072	66,760	43,66,525	74,165	43,72,550	2nd half		
45,354	22,45,652	1,40,591	87,39,950	1,64,850	87,50,733	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract E of

Classification Number.	Railway.	1898.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward STANDARD GAUGE.	1st half	4,87,687	3,73,452	10,95,492	3,07,905	2,37,135	3,06,016	3,60,022
		2nd half	4,40,236	3,77,399	10,95,739	3,11,187	2,33,652	2,95,869	3,65,628
		Total	9,27,923	7,50,851	21,91,231	6,19,092	4,70,787	6,01,885	7,25,650
XXXIV	Nágdá-Ujjain	1st half							
		2nd half							
		Total	Included with the Bombay, Baroda and Central India railway.						
XXXV	The Gaekwar's Petlád	1st half							
		2nd half							
		Total							
XXXVI	Kolar Gold-fields	1st half							
		2nd half	Included with the Madras railway.						
		Total							
XXXVII	Rájpura-Bhátinda	1st half							
		2nd half	Included with the North Western State railway.						
		Total							
XXXVIII	Jammu and Kashmir (Native State section)	1st half							
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	4,87,687	3,73,452	10,95,492	3,07,905	2,37,135	3,06,016	3,60,022
		2nd half	4,40,236	3,77,399	10,95,739	3,11,187	2,33,652	2,95,869	3,65,628
		Total	9,27,923	7,50,851	21,91,231	6,19,092	4,70,787	6,01,885	7,25,650
	METRE GAUGE.								
XL	Bengal and North-Western—Tirhoot section / Company's section	1st half	44,159	9,786	48,374	5,080	6,005	11,110	17,815
		2nd half	45,484	10,130	54,469	5,050	6,162	11,328	17,301
		Total	89,643	19,916	1,02,843	10,130	12,167	22,438	35,116
XLII	Rajputana-Malwa	1st half	1,04,174	27,013	1,20,397	52,769	30,029	39,642	69,055
		2nd half	1,10,520	32,215	1,13,877	46,453	31,090	35,312	64,058
		Total	2,14,694	59,228	2,34,274	99,222	61,119	74,954	1,33,113
XLIII	Pálanpur-Deesa	1st half							
		2nd half	Included with the Rajputana-Malwa railway.						
		Total							
XLIV	Southern Mahratta	1st half	93,516	28,348	80,986	20,207	17,026	18,196	(*a*)1,22,815
		2nd half	93,100	29,389	80,798	19,597	14,610	20,695	44,435
		Total	1,86,616	57,737	1,61,784	39,804	31,636	38,891	1,67,250
XLV	Guntakal-Mysore frontier.	1st half							
		2nd half							
		Total							
XLVI	Mysore section (Southern Mahratta).	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
XLVII	South Indian	1st half	86,312	22,850	71,878	20,398	15,740	22,281	22,124
		2nd half	84,540	23,813	73,371	21,024	15,360	17,525	21,070
		Total	1,70,852	46,663	1,45,248	41,992	31,100	39,806	43,194
XLVIII	Máyavaram-Mutupet	1st half							
		2nd half	Included with the South Indian railway.						
		Total							
XLIX	Assam-Bengal	1st half	25,788	13,098	33,637	6,662	6,398	3,898	5,340
		2nd half	26,466	11,988	31,726	6,414	7,969	3,397	5,492
		Total	52,254	25,986	65,363	13,196	14,367	7,295	10,832
L	Burma	1st half	76,795	37,919	56,304	19,624	11,370	17,820	1,19,259
		2nd half	72,993	1,567	40,670	14,927	13,837	19,449	33,212
		Total	1,49,788	39,516	96,974	34,551	25,207	37,269	1,52,467
LIV	Deoghur	1st half							
		2nd half	Details not furnished.						
		Total							
LVII	Rohilkund and Kumaon (Company's section) (*b*)	1st half	18,166	7,332	15,818	4,125	1,602	4,413	3,915
		2nd half	23,251	7,979	16,213	4,263	1,605	5,147	6,646
		Total	41,417	15,311	32,031	8,388	3,207	9,560	10,561
LIX	Bengal Dooars	1st half	6,429	2,186	1,830	198	394	790	635
		2nd half	5,331	2,508	1,852	1,542	426	1,089	635
		Total	11,760	4,694	3,682	1,740	820	1,879	1,270
LX	Dibru-Sadiya	1st half	12,921	6,174	6,196	3,099	2,313	3,181	...
		2nd half	12,921	6,142	6,365	2,752	2,318	3,910	...
		Total	25,842	12,316	12,561	5,851	4,631	7,091	...
LXI	Ledo and Tikak-Margherita Colliery	1st half							
		2nd half	Included with the Dibru-Sadiya railway.						
		Total							
	TOTAL METRE GAUGE(*c*) carried over	1st half	4,68,260	1,55,636	4,35,420	1,32,162	90,877	1,21,331	3,60,958
		2nd half	4,71,606	1,25,731	4,19,341	1,22,652	93,377	1,17,852	1,92,849
		Total(*d*)	9,42,866	2,81,367	8,54,761	2,54,814	1,84,254	2,39,183	5,53,807

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
19,445	11,01,580	73,831	43,73,425	90,685	43,78,173	1st half		
25,909	11,44,072	66,760	43,66,525	74,105	43,72,550	2nd half		
45,354	22,45,652	1,40,591	87,39,950	1,64,850	87,50,723	Total		
					2,284	1st half	XXXIV	
					2,308	2nd half		
					4,592	Total		
					688	1st half	XXXV	
					1,117	2nd half		
					1,805	Total		
					5,511	1st half	XXXVI	
					6,352	2nd half		
					11,863	Total		
					16,518	1st half	XXXVII	
					12,920	2nd half		
					29,447	Total		
					967	1st half	XXXVIII	
					1,070	2nd half		
					2,037	Total		
19,445	11,01,580	73,831	43,73,425	90,685	44,04,141	1st half		
25,909	11,44,072	66,760	43,66,525	74,165	43,96,26	2nd half		
45,354	22,45,652	1,40,591	87,39,950	1,64,850	88,00,467	Total		
494	44,582	210	1,87,615	...	1,87,615	1st half	XL	
492	48,171	18,264	2,16,851	...	2,16,851	2nd half		
986	92,753	18,474	4,04,466	...	4,04,466	Total		
157	1,73,284	109	6,16,629	51,805	5,64,824	1st half	XLII	
1,673	1,74,561	201	6,09,960	49,450	5,60,510	2nd half		
1,830	3,47,845	310	12,26,589	1,01,255	11,25,334	Total		
					949	1st half	XLIII	
					1,067	2nd half		
					2,016	Total		
4,012	1,04,905	223	4,90,234	1,41,885	3,48,349	1st half	XLIV	(a) Including ₹82,967, being the cost of the Police force employed on the Mysore section (Southern Mahratta) from the 12th August 1889 to the 31st December 1894.
1,481	1,02,607	467	4,07,179	1,12,773	2,94,406	2nd half		
5,493	2,07,512	690	8,97,413	2,54,658	6,42,755	Total		
					25,740	1st half	XLV	
					20,932	2nd half		
					46,672	Total		
					93,829	1st half	XLVI	
					77,362	2nd half		
					1,71,191	Total		
749	59,701	18	3,22,051	11,210	3,10,841	1st half	XLVII	
1,122	59,168	296	3,17,889	11,319	3,06,570	2nd half		
1,871	1,18,869	314	6,39,940	22,529	6,17,411	Total		
					8,858	1st half	XLVIII	
					9,170	2nd half		
					18,028	Total		
127	18,304	12	1,14,164	...	1,14,164	1st half	XLIX	
364	19,389	13	1,13,248	...	1,13,248	2nd half		
491	37,693	25	1,27,412	...	2,27,412	Total		
4,022	71,510	718	4,15,371	...	4,15,371	1st half	L	
1,271	71,777	702	2,70,405	...	2,70,405	2nd half		
5,293	1,43,287	1,420	6,85,776	...	6,85,776	Total		
			2,698	...	2,698	1st half	LIV	
			2,698	...	2,698	2nd half		
						Total		
100	12,411	...	67,882	...	67,882	1st half	LVII	(b) Including the Lucknow-Bareilly section.
287	12,493	1	27,885	...	27,885	2nd half		
387	24,904	1	1,45,767	...	1,45,767	Total		
...	1,567	2	14,031	...	14,031	1st half	LIX	
11	1,567	2	14,963	...	14,963	2nd half		
11	3,134	4	28,994	...	28,994	Total		
25	5,935	...	39,844	2,774	37,070	1st half	LX	
67	5,973	...	40,448	939	39,509	2nd half		
92	11,908	...	80,292	3,733	76,579	Total		(c) Excluding the Mymensingh-Jamalpur-Jagannathganj railway for which information is not available.
					2,774	1st half	LXI	
					939	2nd half		
					3,713	Total		
9,086	4,92,199	1,292	22,67,821	2,07,674	21,97,297	1st half		(d) Including the Deoghur railway, for which yearly figures are shown.
6,768	4,95,766	19,946	20,68,828	1,74,481	20,03,817	2nd half		
16,454	9,87,905	21,238	43,39,347	3,82,155	42,03,812	Total(d)		

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract E of

Classification Number.	Railway.	1898.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	METRE GAUGE—*concld.*		£	£	£	£	£	£	£
	Brought forward METRE GAUGE (*a*)	1st half	4,68,260	1,55,636	4,35,420	1,32,162	90,877	1,21,331	3,60,958
		2nd half	4,74,606	1,25,731	4,19,341	1,22,052	93,377	1,17,852	1,92,849
		Total (*b*)	9,42,866	2,81,367	8,54,761	2,54,814	1,84,254	2,39,183	5,53,807
LXII	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway						
		2nd half							
		Total							
LXIV	The Gaekwar's Mehsána	1st half							
		2nd half							
		Total							
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway						
		2nd half							
		Total							
LXVI	Yeyvantpur-Mysore frontier	1st half							
		2nd half							
		Total							
LXVII	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXXI	Jodhpur-Bikaner—								
	Jodhpur section	1st half	...	...	8,634	1,589	829	631	103
		2nd half	...	...	9,705	1,550	820	544	148
		Total	...	...	18,339	3,139	1,249	1,175	251
	Bikaner section	1st half	...	...	907	210	60	232	108
		2nd half	...	...	1,156	243	60	227	113
		Total	...	...	2,063	453	120	459	221
LXXII	Udaipur-Chitor	1st half	...	1,329	1,277	99	75	1,627	...
		2nd half	...	1,804	1,538	90	397	1,004	
		Total	...	3,133	2,815	189	472	2,631	...
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	3,511	15,204	28,129	5,252	6,497	6,511	11,790
		2nd half	4,057	20,428	29,644	6,114	5,922	6,599	11,915
		Total	7,568	35,632	57,773	11,366	12,419	13,110	23,705
LXXIV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway					...	(*c*) 1,588
		2nd half						(*c*) 30	(*c*) 1,516
		Total							3,104
LXXV	Jámnagar	1st half							(*c*) 1,745
		2nd half							(*c*) 2,748
		Total							4,493
LXXVI	Dhrángadra (*f*)	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	(*c*) 439
		Total	...	...	...	...	...	...	439
	TOTAL METRE GAUGE (*a*)	1st half	4,71,771	1,72,169	4,74,367	1,39,312	98,328	1,30,132	3,76,292
		2nd half	4,78,663	1,47,963	4,61,384	1,30,949	1,00,576	1,26,256	2,09,728
		Total (*b*)	9,50,434	3,20,132	9,35,751	2,69,961	1,98,914	2,56,358	5,86,020
	SPECIAL GAUGES.								
	Cherra-Companyganj (2' 6")	1st half	Details not furnished						
		2nd half							
		Total							
LXXXII	Jorhát (2' 0")	1st half							
		2nd half							
		Total							
LXXXIII	Darjeeling-Himalayan (2' 0")	1st half	7,664	12,862	7,493	...	2,558	2,647	...
		2nd half	7,823	12,881	7,990	...	2,595	3,056	...
		Total	15,487	25,742	15,483	...	5,153	5,703	...
LXXXIV	Bársi Light (2' 6")	1st half	3,274	10,246	2,209	1,173	730	317	675
		2nd half	2,833	9,612	2,209	1,226	651	910	439
		Total	6,107	19,858	4,418	2,399	1,381	1,277	1,114
LXXXV	Howrah-Amta (2' 0")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
LXXXVI	Howrah-Sheakhalla (2' 0")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
LXXXVII	Tarakeshwar-Magra (2' 6")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
LXXXVIII	Tezpur-Balipara (2' 6")	1st half	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...
		Total	...	...	...	...	...	...	...
XCI	The Gaekwar's Dabhoi (2' 6")	1st half	...	608	1,608	153	300	461	1,723
		2nd half	...	608	1,608	152	300	457	1,782
		Total	...	1,216	3,216	305	600	921	3,505
XCII	Rajpipla (2' 6")	1st half	...	288	288	72	90	300	...
		2nd half	...	288	288	72	90	412	...
		Total	...	576	576	144	180	712	...
	TOTAL SPECIAL GAUGES carried over.	1st half	10,938	24,004	11,598	1,398	3,678	3,748	2,398
		2nd half	10,656	23,388	12,095	1,450	3,636	4,165	2,221
		Total	21,594	47,392	23,693	2,848	7,314	8,013	4,619

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GENERAL CHARGES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
₹	₹	₹	₹	₹	₹			
9,686	4,92,199	1,292	22,67,821	2,07,674	21,97,297	1st half		
6,768	4,93,706	19,946	20,68,822	1,74,481	20,03,817	2nd half		
10,454	9,87,905	21,238	43,39,347	3,82,155	42,03,812	Total (*b*)		(*a*) Excluding the Mymensing-Jamalpur-Jagannathganj railway for which information is not available.
					4,082	1st half	LXII	
					3,898	2nd half		
					7,980	Total		
					9,404	1st half	LXIV	(*b*) Including the Deoghur railway, for which yearly figures are shown.
					8,930	2nd half		
					18,334	Total		
					4,376	1st half	LXV	
					4,234	2nd half		
					8,610	Total		
					10,851	1st half	LXVI	
					8,896	2nd half		
					19,747	Total		
					2,089	1st half	LXVII	
					1,349	2nd half		
					3,438	Total		
...	6,922	...	18,708	...	18,708	1st half	LXXI	
...	7,955	...	19,822	...	19,822	2nd half		
...	13,977	...	38,530	...	38,530	Total		
...	884	...	2,401	...	2,401	1st half		
...	905	...	2,704	...	2,704	2nd half		
...	1,789	...	5,105	...	5,105	Total		
...	1,684	...	6,091	...	6,091	1st half	LXXII	
...	1,717	...	6,550	...	6,550	2nd half		
...	3,401	...	12,641	...	12,641	Total		
20	21,247	3	98,164	12,749	85,415	1st half	LXXIII	
845	20,025	18	1,06,467	14,355	92,112	2nd half		
865	42,172	21	2,04,631	27,104	1,77,527	Total		
...	...	...	(*c*) 1,588	...	(*d*) 9,527	1st half	LXXIV	(*c*) Expenditure incurred direct by the railway.
...	...	...	(*c*) 1,547	...	(*d*) 9,148	2nd half		(*d*) Including R7,989 in the first-half and R7,601 in the second half of 1898 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	3,135	...	18,675	Total		
...	...	...	(*c*) 1,745	...	(*e*)6,355	1st half	LXXV	
...	...	...	(*c*) 2,748	...	(*e*)7,447	2nd half		
...	...	...	3,493	...	13,802	Total		
...	...	...	...	...	...	1st half	LXXVI	
...	...	...	(*c*) 439	...	(*g*) 2,494	2nd half		(*e*) Including R4,610 in the first-half and R4,619 in the second-half of 1898, charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	439	...	2,494	Total		
9,706	5,22,936	1,295	23,9 ,518	2,20,423	23,56,·06	1st half		
7,613	5,26,308	19,964	22,09,105	1,88,836	21,71,401	2nd half		
17,319	10,49,244	21,259	46,08,321	4,09,259	45,30,695	Total (*b*)		
			1,841	...	1,841	1st half		(*f*) Opened for traffic on the 7th June 1898.
			1,780	...	1,780	2nd half		(*g*) Including R2,055 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working the line. The details are included with the figures of the former line.
			3,621	...	3,921	Total		
			5,383	...	5,383	1st half	LXXXII	
			5,653	...	5,653	2nd half		
			11,036	...	11,036	Total		
129	4,375	...	37,728	821	36,907	1st half	LXXXIII	
135	4,490	...	38,969	1,257	37,712	2nd half		
264	8,865	...	76,697	2,078	74,619	Total		
...	1,322	...	19,066	...	19,966	1st half	LXXXIV	
32	1,256	...	19,198	...	19,198	2nd half		
32	2,578	...	39,164	...	39,164	Total		
...	...	...	13,016	...	13,016	1st half	LXXXV	
...	...	...	6,320	...	6,320	2nd half		
...	...	...	19,336	...	19,336	Total		
...	...	...	8,697	...	8,697	1st half	LXXXVI	
...	...	...	2,732	...	2,732	2nd half		
...	...	...	11,429	...	11,429	Total		
...	...	...	6,538	...	6,538	1st half	LXXXVII	
...	...	...	6,065	...	6,065	2nd half		
...	...	...	12,603	...	12,603	Total		
...	...	...	6,230	...	6,230	1st half	LXXXVIII	
...	...	...	6,532	...	6,532	2nd half		
...	...	...	12,762	...	12,762	Total		
8	2,035	...	6,899	...	6,899	1st half	XCI	
...	2,182	...	7,089	...	7,089	2nd half		
8	4,217	...	13,988	...	13,988	Total		
...	...	...	1,038	...	1,038	1st half	XCII	
...	1,401	...	2,551	...	2,551	2nd half		
...	1,401	...	3,589	...	3,589	Total		
137	2,732	...	1,07,336	821	1,06,515	1st half		
167	9,329	...	96 889	1,257	95,632	2nd half		
304	17,061	...	2,04,225	2,078	2,02,147	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1898. [From Abstract E of

Classification Number.	Railway.	1898.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
				₹	₹	₹	₹	₹	
	Special gauges—*contld.*								
	Brought forward special gauges	1st half	10,938	24,004	11,598	1,398	3,678	3,748	2,398
		2nd half	10,656	23,388	12,095	1,150	3,636	4,865	2,221
		Total	21,594	47,392	23,693	2,848	7,314	8,613	4,619
XCIV	Cooch Behar (2′ 6″)	1st half	Details not furnished						
		2nd half							
		Total							
XCV	Morvi (2′ 6″)	1st half	...	4,553	5,652	1,960	247	1,758	10
		2nd half	...	3,829	6,103	2,198	684	1,662	2,617
		Total	...	8,382	11,755	4 158	931	3,420	2,627
	Total special gauges.	1st half	10,938	28,557	17,250	3,358	3,925	5,506	2,408
		2nd half	10,656	27,217	18,198	3,648	4,320	6,527	4,838
		Total	21,594	55,774	35,448	7,006	8,245	12,033	7,246
	Total of all gauges for the year.		18,99,951	11,26,757	31,62,430	8,96,059	6,77,946	8,70,506	13,18,916

A—*continued.*

RAILWAYS (PART I)—*continued.*

GENERAL CHARGES—*concluded.*

Revenue Accounts.] Half-years ended 30th June and the 31st December 1898.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
£	£	£	£	£	£			
137	7,732	...	1,07,336	821	1,06,515			
167	9,329	...	96,889	1,257	95,632			
304	17,061	...	2,04,225	2,078	2,02,147			
			1,446	...	1,446	1st half	XCIV	
			845	...	845	2nd half		
			2,291	...	2,291	Total		
...	3,061	...	17,241	...	17,241	1st half	XCV	
2	3,318	...	20,413	...	20,413	2nd half		
2	6,379	...	19,654	...	37,654	Total		
137	10,793	...	1,26,023	821	1,25,202	1st half		
169	12,647	...	1,18,147	1,257	1,16,890	2nd half		
306	23,440	...	2,44,170	2,078	2,42,092.	Total		
62,979	33,18,336	1,61,850	1,35,92,441	5,76,187	1,35,73,254			

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1898. [From Abstract G of

Classification Number.	Railway.	1898.	Low charges.	Compensation.	Rates and taxes.	Payments to other lines.
			₹	₹	₹	₹
	STANDARD GAUGE.					
I	East Indian	1st half	7,759	28,842	46,791	6,12,858
		2nd half	11,847	37,820	43,946	4,42,895
		Total	19,606	66,662	90,737	10,55,753
II	Bengal Central	1st half	788	649	1,263	27,439
		2nd half	1,426	662	1,363	22,768
		Total	2,214	1,311	2,626	50,207
III	Bengal-Nágpur	1st half	12	575	431	43,135
		2nd half	888	1,207	502	40,497
		Total	900	1,782	933	83,632
IV	Indian Midland	1st half	144	2,644	346	1,11,748
		2nd half	—36	2,840	286	97,409
		Total	108	5,484	632	2,08,757
VI	Godhra-Rutlam-Nágdá	1st half	Included with the Rajputana-Malwa railway.			
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	Included with the Nizam's Guaranteed state railway.			
		2nd half				
		Total				
X	Washermenpet-Ennúr section (Bezwada-Madras).	1st half	Included with the Madras railway.			(a)1,310
		2nd half				(a) 893
		Total				2,203
XII	North Western State	1st half	244	15,724	8,736	50,541
		2nd half	304	—1,186	11,968	53,223
		Total	548	14,538	20,704	1,03,764
XIII	Hyderabad-Shadipalli	1st half	Included with the North Western State railway			...
		2nd half				
		Total				
XIV	Oudh and Rohilkhand State	1st half	17	1,913	1,337	1,17,322
		2nd half	514	3,190	1,732	70,446
		Total	531	5,103	3,069	1,87,768
XV	Eastern Bengal State (c)	1st half	426	28,833	12,942	42,094
		2nd half	959	35,952	15,915	80,080
		Total	1,385	64,785	28,857	1,22,174
XVI	Calcutta Port Commissioners'	1st half	...	181	2,262	2,573
		2nd half	...	114	2,261	903
		Total	...	295	4,522	3,476
XVII	East Coast State	1st half	4	341	4,713	...
		2nd half	81	—42	1,194	2,487
		Total	85	299	5,907	2,487
XIX	Great Indian Peninsula	1st half	678	2,106	26,392	2,91,628
		2nd half	6,411	10,786	27,696	=2,09,498
		Total	7,089	12,892	54,088	5,01,126
XX	Bombay, Baroda and Central India	1st half	2,265	51,675	20,037	41,651
		2nd half	191	32,984	16,650	22,006
		Total	2,456	84,659	36,687	63,657
XXI	Madras	1st half	968	2,218	10,886	...
		2nd half	1,422	3,063	11,905	533
		Total	2,390	5,281	22,791	533
XXIII	Tarkessur	1st half	Included with the East Indian railway			
		2nd half				
		Total				
XXIV	Southern Punjab (Delhi-Samásata)	1st half	Included with the North Western State railway			...
		2nd half				
		Total				
XXV	Tápti Valley (d)	1st half	Included with the Bombay, Baroda and Central India railway.			...
		2nd half				
		Total				
XXX	Bina-Goona	1st half	Included with the Indian Midland railway			...
		2nd half				
		Total				
XXXIII	The Nizam's Guaranteed state	1st half	601	815	119	16,108
		2nd half	1,450	—509	188	9,558
		Total	2,051	306	307	25,666
XXXIV	Ságdá-Ujjain	1st half	Included with the Bombay, Baroda and Central India railway.			
		2nd half				
		Total				
XXXV	The Gaekwar's Petlád	1st half				
		2nd half				
		Total				
XXXVI	Kolar Gold-fields	1st half	Included with the Madras railway.			(e)5,302
		2nd half				(f)6,555
		Total				11,857
	TOTAL STANDARD GAUGE carried over.	1st half	13,906	1,36,516	1,36,254	13,63,309
		2nd half	25,457	1,26,881	1,35,606	10,59,751
		Total	39,363	2,63,397	2,71,860	24,23,060

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1898.	Classification Number.	REMARKS.
R	R	R	R			
76,959	7,73,209	...	7,73,209	1st half	I	
46,410	5,82,918	...	5,82,918	2nd half		
1,23,369	13,56,127	....	13,56,127	Total		
2,078	32,217	....	32,217	1st half	II	
2,144	28,363	....	28,363	2nd half		
4,222	60,580	...	60,580	Total		
25,420	69,573	...	69,573	1st half	III	
4,788	47,882	...	47,882	2nd half		
30,208	1,17,455	...	1,17,455	Total		
17,610	1,32,092	...	1,32,092	1st half	IV	
37,864	1,38,363	...	1,38,363	2nd half		
55,474	2,70,455	...	2,70,455	Total		
			3,336	1st half	VI	
			4,589	2nd half		
			7,925	Total		
			8,037	1st half	IX	
			3,950	2nd half		
			11,987	Total		
...	(a) 1,310	...	(b) 1,511	1st half	X	(a) Represents the amount paid to the Madras railway for use of rolling stock
...	(a) 893	...	(b) 1,050	2nd half		(b) Including R201 in the first-half and R157 in the second-half of 1898, charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	2,203	...	2,561	Total		
1,52,200	2,27,445	19,416	2,08,029	1st half	XII	
1,43,184	2,07,493	15,421	1,92,072	2nd half		
2,95,384	4,34,938	34837	4,00,101	Total		
...	...	...	1,705	1st half	XIII	
			1,411	2nd half		
			3,116	Total		
29,798	1,50,837	...	1,50,387	1st half	XIV	
31,614	1,07,526	...	1,07,526	2nd half		
61,442	2,57,913	...	2,57,913	Total		
50,290	1,34,585	...	1,34,585	1st half	XV	
51,209	1,84,115	...	1,84,115	2nd half		
1,01,499	3,18,700	...	3,18,700	Total		(c) Including the metre and special gauge sections of the undertaking.
240	5,255	...	5,255	1st half	XVI	
...	3,278	...	3,278	2nd half		
240	8,533	...	8,533	Total		
11,017	16,075	...	16,075	1st half	XVII	
9,793	13,513	...	13,513	2nd half		
20,810	29,588	...	29,588	Total		
32,186	3,52,990	1,161	3,51,829	1st half	XIX	
69,119	3,23,510	2,409	3,21,101	2nd half		
1,01,305	6,76,500	3,570	6,72,930	Total		
35,172	1,50,800	8,676	1,42,124	1st half	XX	
23,830	95,661	3,833	91,828	2nd half		
59,002	2,46,461	12,509	2,33,952	Total		
20,972	44,044	1,462	42,582	1st half	XXI	
28,665	45,588	1,194	44,394	2nd half		
58,637	89,633	2,656	86,976	Total		
25,065	25,065	...	25,065	1st half	XXIII	(d) Opened for traffic on the 1st December 1898.
16,551	16,551	...	16,551	2nd half		
41,616	41,616	...	41,616	Total		
			12,639	1st half	XXIV	
			9,950	2nd half		
			22,589	Total		
			...	1st half	XXV	
			39	2nd half		
			39	Total		
(e) 1,993	(e) 1,993	...	(e) 1,993	1st half	XXX	(e) Expenditure incurred direct by the State.
(e) 1,993	(e) 1,993	...	(e) 1,993	2nd half		
3,986	3,986	...	3,986	Total		
36,670	54,313	8,037	46,276	1st half	XXXIII	
15,004	25,691	3,950	21,741	2nd half		
51,674	80,004	11,987	68,017	Total		
			1,103	1st half	XXXIV	(f) Represents the amount paid to the Madras railway for use of rolling stock and Bowringpet joint station.
			722	2nd half		
			1,825	Total		
			370	1st half	XXXV	
			376	2nd half		
			746	Total		
...	(a) 5,302	...	(g) 6,113	1st half	XXXVI	(g) Including R311 in the first-half and R1,018 in the second-half of 1898, charged by the Madras railway for working this line. The details are included with the figures of the Madras railway.
...	(f) 6,555	...	(g) 7,573	2nd half		
...	11,857	...	13,686	Total		
5,26,690	21,76,655	38,752	21,66,105	1st half		
4,82,198	18,29,893	26,807	18,25,298	2nd half		
10,08,868	40,06,548	65,559	39,91,403	Total		

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1898. [From Abstract G of

Classification Number.	Railway.	1898.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward STANDARD GAUGE	1st half	13,906	1,36,516	1,36,254	13,63,309
		2nd half	25,457	1,26,881	1,35,606	10,59,751
		Total	39,363	2,63,397	2,71,860	24,23,060
XXXVII	Rájpura-Bhátinda	1st half 2nd half Total	Included with the North Western state railway.			
XXXVIII	Jammu and Kashmir	1st half and half Total				
	TOTAL STANDARD GAUGE	1st half	13,906	1,36,516	1,36,254	13,63,309
		2nd half	25,457	1,26,881	1,35,606	10,59,751
		Total	39,363	2,63,397	2,71,860	24,23,060
	METER GAUGE.					
XL	Bengal and North-Western— Tirhoot section Company's section	1st half	1,024	3,538	1,997	1,338
		2nd half	1,090	1,975	2,262	1,344
		Total	2,114	5,513	4,259	2,682
XLII	Rajputana-Malwa	1st half	248	4,172	1,937	3,380
		2nd half	—33	10,175	2,127	2,272
		Total	215	14,347	4,064	5,652
XLIII	Pálanpur-Deesa	1st half 2nd half Total	Included with the Rajputana-Malwa railway.			
XLIV	Southern Mahratta	1st half	562	1,178	4,101	8,560
		2nd half	740	2,569	5,163	11,721
		Total	1,302	3,747	9,264	20,281
XLV	Guntakal-Mysore frontier	1st half 2nd half Total	Included with the Southern Mahratta railway.			
XLVI	Mysore section (Southern Mahratta)	1st half 2nd half Total				
XLVII	South Indian	1st half	204	843	12,020	66
		2nd half	131	1,188	8,923	4,240
		Total	385	2,031	20,943	4,306
XLVIII	Máyavaram-Mutupet	1st half 2nd half Total	Included with the South Indian railway			(*a*) 24,641 (*a*) 9,066 33,707
XLIX	Assam-Bengal	1st half	554	1,699	1,214	...
		2nd half	131	1,676	991	...
		Total	685	3,375	2,205	...
L	Burma	1st half	391	3,216	22,679	...
		2nd half	—379	878	12,050	...
		Total	12	4,094	34,729	...
LIV	Deoghur	1st half 2nd half Total	Details not furnished.			
LVII	Rohilkund and Kumaon (Company's section) (*c*)	1st half	560	710	159	748
		2nd half	207	1,308	50	2,306
		Total	767	2,018	209	3,054
LIX	Bengal Docars	1st half	218	648	127	...
		2nd half	81	837	117	...
		Total	299	1,485	244	...
	TOTAL METER GAUGE carried over (*e*)	1st half	3,761	16,004	43,234	38,733
		2nd half	1,968	20,606	31,683	30,919
		Total (*f*)	5,729	36,610	75,917	69,652

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
R	R	R	R			
5,26,670	21,76,655	38,752	21,66,105	1st half		
4,82,198	18,29,893	26,807	18,25,298	2nd half		
10,08,868	40,06,548	65,559	39,91,403	Total		
			4,791	1st half	XXXVII	
			3,750	2nd half		
			8,541	Total		
			281	1st half	XXXVIII	
			310	2nd half		
			591	Total		
5,26,670	21,76,655	38,752	21,71,177	1st half		
4,82,198	18,29,893	26,807	18,29,358	2nd half		
10,08,868	40,06,548	65,559	40,00,535	Total		
5),421	58,318	...	58,318	1st half	XL	
8),659	87,338	...	87,330	2nd half		
1,31,080	1,45,648	...	1,45,648	Total		
71,820	81,557	5,285	76,272	1st half	XLII	
64,882	79,423	6,405	73,018	2nd half		
1,36,702	1,60,980	11,690	1,49,290	Total		
			128	1st half	XLIII	
			140	2nd half		
			268	Total		
52,950	67,351	26,140	41,211	1st half	XLIV	
62,504	82,697	29,004	53,693	2nd half		
1,15,454	1,50,048	55,144	94,904	Total		
			5,174	1st half	XLV	
			6,015	2nd half		
			11,189	Total		
			17,485	1st half	XLVI	
			18,829	2nd half		
			36,314	Total		
27,344	40,477	1,321	39,156	1st half	XLVII	
40,244	54,726	2,052	52,674	2nd half		
67,588	95,203	3,373	91,830	Total		
...	(*a*)24,641	...	(*b*) 25,757	1st half	XLVIII	(*a*) Represents the amount paid to the South Indian railway for use of rolling stock and interest on works solely and jointly used at Mayavaram and Tiruvallur stations.
...	(*a*)9,066	...	(*b*) 10,729	2nd half		
...	33,707	..	36,486	Total		
2,863	6,330	...	6,330	1st half	XLIX	(*b*) Including R1,116 in the first-half and R1,668 in the second-half of 1898, charged by the South Indian railway for working this line. The details are included with the figures of the South Indian railway.
4,075	6,873	...	6,873	2nd half		
6,938	13,203	...	13,203	Total		
32,947	59,233	...	59,233	1st half	L	
27,159	39,708	...	39,708	2nd half		
60,106	98,941	...	98,941	Total		
	199	...	199	1st half	LIV	(*c*) Including the Lucknow-Bareilly section.
	199	...	199	2nd half		
				Total		
(*d*) 53,610	55,787	...	55,787	1st half	LVII	(*d*) Including R50,754 in the first-half and R48,890 in the second-half of 1898 on account of cart-road service expenses.
(*d*) 52,840	56,711	...	56,711	2nd half		
1,06,450	1,12,498	...	1,12,498	Total		
711	1,704	...	1,704	1st half	LIX	
5,892	6,927	...	6,927	2nd half		
6,603	8,631	...	8,631	Total		
2,92,666	3,95,398	32,746	3,86,555	1st half		(*e*) Excluding the Mymensingh-Jamalpur-Jagannathganj railway for which information is not available.
3,38,255	4,23,461	37,461	4,12,647	2nd half		
6,30,921	8,19,058	70,207	7,99,401	Total (*f*)		(*f*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SPECIAL AND MISCEL

Half-years ended the 30th June and the 31st December 1898. [From Abstract G

Classification Number	Railway.	1898.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			£	£	£	£
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE	1st half	3,761	16,004	44,234	38,733
		2nd half	1,968	20,606	31,683	30,949
		Total (*a*)	5,729	36,610	75,917	69,682
LX	Dibru-Sadiya	1st half	611	107	43	...
		2nd half	600	57	43	...
		Total	1,211	164	86	...
LXI	Ledo and Tikak-Margherita Colliery	1st half	Included with the Dibru-Sadiya railway			(*b*) 1,502
		2nd half				(*b*) 1,264
		Total				2,766
LXII	Ahmedabad-Parántij	1st half	Included with the Rajputana-Malwa railway			
		2nd half				
		Total				
LXIV	The Gaekwar's Mehsána	1st half				
		2nd half				
		Total				
LXV	Kolhápur	1st half	Included with the Southern Mahratta railway			
		2nd half				
		Total				
LXVI	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXVII	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXXI	Jodhpur-Bikaner—					
	Jodhpur section	1st half	...	6	...	6,628
		2nd half	...	32	...	16,461
		Total	...	38	...	23,089
	Bikaner section	1st half	...	...	...	70
		2nd half	...	5	...	1,710
		Total	...	5	...	1,780
LXXII	Udaipur-Chitor	1st half	...	...	...	208
		2nd half	...	...	...	351
		Total	...	...	...	559
LXXIII	Bhávnagar-Gondal-Junágad-Porbandár	1st half	606	369	9	1,419
		2nd half	594	482	9	1,402
		Total	1,200	851	18	2,821
LXXIV	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágad-Porbandar railway.			(*c*) 4,819
		2nd half				(*d*) 4,129
		Total				8,948
LXXV	Jámnagar	1st half				(*g*) 2,865
		2nd half				(*g*) 3,090
		Total				5,955
LXXVI	Dhrángadra (*i*)	1st half				
		2nd half				(*e*) 1,064
		Total				1,064
	TOTAL METRE GAUGE	1st half	4,978	16,486	44,286	56,244
		2nd half	3,162	21,182	31,735	60,420
		Total (*a*)	8,140	37,668	76,021	1,16,664
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	139	221	5,065	...
		2nd half	560	55	4,875	...
		Total	699	276	9,940	...
LXXXIV	Bársi Light (2′ 6″)	1st half	121	...	358	601
		2nd half	...	331	...	539
		Total	121	331	358	1,140
LXXXV	Howrah-Amta (2′ 0″)	1st half	*Nil.*			
		2nd half				
		Total				
LXXXVI	Howrah-Sheakhalla (2′ 0″)	1st half				
		2nd half				
		Total				
LXXXVII	Tarakeshwar-Magra (2′ 6″)	1st half	Details not furnished.			
		2nd half				
		Total				
LXXXVIII	Tezpur-Balipara (2′ 6″)	1st half	Details not furnished.			
		2nd half				
		Total				
	TOTAL SPECIAL GAUGES carried over	1st half	260	221	5,423	601
		2nd half	560	386	4,875	539
		Total	820	607	10,298	1,140

A—*continued.*

RAILWAYS—(PART I)—*continued.*

DANGEROUS EXPENDITURE—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Totals.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
R	R	R	R			
2,92,666	3,95,398	32,746	3,86,555	1st half		
3,38,255	4,23,461	37,461	4,12,647	2nd half		
6,30,921	8,19,058	70,207	7,99,401	Total (a)		
92	853	60	793	1st half	LX	(a) Including the Deoghur railway, for which yearly figures are shown.
2	702	44	658	2nd half		
94	1,555	104	1,451	Total		
...	(b) 1,502	...	(c) 1,562	1st half	LXI	(b) Represents the amount paid to the Dibru-Sadiya railway for hire of rolling stock.
...	(b) 1,264	...	(c) 1,308	2nd half		
...	2,766	...	2,870	Total		(c) Including R60 in the first-half and R44 in the second-half of 1898 charged by the Dibru-Sadiya railway for working this railway. The details are included with the figures of the Dibru-Sadiya railway.
			551	1st half	LXII	
			508	2nd half		
			1,059	Total		
			1,270	1st half	LXIV	
			1,168	2nd half		
			2,438	Total		
			880	1st half	LXV	
			1,217	2nd half		
			2,097	Total		
			2,181	1st half	LXVI	
			2,556	2nd half		
			4,737	Total		
			420	1st half	LXVII	
			388	2nd half		
			808	Total		
1,474	8,108	...	8,108	1st half	LXXI	(d) Including R20 charged for working the Dhrángadra railway.
1,462	17,955	...	17,955	2nd half		
2,936	26,063	...	26,063	Total		
127	197	...	197	1st half		
133	1,848	...	1,848	2nd half		
260	2,045	...	2,045	Total		
...	208	...	208	1st half	LXXII	(e) Represents the amount paid to the Bhávnagar-Gondal-Junágad-Porbandar railway for use of rolling stock.
11	362	...	362	2nd half		
11	570	...	570	Total		
12,981	15,384	(d) 1,572	13,812	1st half	LXXIII	(f) Including R97 in the first-half and R734 in the second-half of 1898 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
9,069	11,556	1,363	10,193	2nd half		
22,050	26,940	2,935	24,005	Total		
...	(e) 4,819	...	(f) 5,816	1st half	LXXIV	(g) Represents the hire of locomotives paid to the Bhávnagar-Gondal-Junágad-Porbandar railway.
...	(e) 4,129	...	(e) 4,863	2nd half		
...	8,948	...	10,679	Total		
...	(g) 4,865	...	(h) 3,420	1st half	LXXV	(h) Including R555 in the first-half and R436 in the second-half of 1898, charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	(g) 3,090	...	(h) 3,526	2nd half		
...	7,955	...	6,946	Total		
...	...	...	...	1st half	LXXVI	
...	(k) 1,205	...	(j) 1,398	2nd half		(i) Opened for traffic on the 1st June 1898.
...	1,205	...	1,398	Total		
3,07,340	4,29,334	34,378	4,25,773	1st half		
3,48,932	4,65,572	38,868	4,60,895	2nd half		
6,56,272	8,95,105	73,246	8,86,567	Total (a)		
...	115	...	115	1st half		
...	192	...	192	2nd half		(j) Including R103 charged by the Bhávnagar-Gondal-Junágad-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	307	...	307	Total		
...	464	...	464	1st half	LXXXII	
...	398	...	398	2nd half		
...	862	...	862	Total		
2,842	8,267	...	8,267	1st half	LXXXIII	(k) Including R141 paid for the hire of Porbandar store wagons, including haulage charges.
2,624	8,114	...	8,114	2nd half		
5,466	16,381	...	16,381	Total		
2,126	3,206	...	3,206	1st half	LXXXIV	
9	879	...	879	2nd half		
2,135	4,085	...	4,085	Total		
				1st half	LXXXV	
				2nd half		
				Total		
				1st half	LXXXVI	
				2nd half		
				Total		
...	73	...	73	1st half	LXXXVII	
...	114	...	114	2nd half		
...	187	...	187	Total		
...	247	...	247	1st half	LXXXVIII	
...	988	...	988	2nd half		
...	1,235	...	1,235	Total		
4,968	12,372	...	12,372	1st half		
2,633	10,685	...	10,685	2nd half		
7,601	23,057	...	23,057	Total		

APP

STATISTICS OF IN

SPECIAL AND M

Half-years ended the 30th June and the 31st December 1898. [From Abstrac

Classification Number.	Railway.	1898.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	SPECIAL GAUGES—*concld.*					
	Brought forward SPECIAL GAUGES	1st half	260	221	5,423	601
		2nd half	560	386	4,875	539
		Total	820	607	10,298	1,140
XCI	The Gaekwar's Dabhoi (2' 6")	1st half	3,516	...	...	631
		2nd half	...	...	...	596
		Total	3,516	...	...	1,227
XCII	Rajpipla (2' 6")	1st half				
		2nd half	*Nil.*			
		Total				
XCIV	Cooch Behar (2' 6")	1st half	Details not furnished.			
		2nd half				
		Total				
XCV	Morvi (2' 6")	1st half	...	192	...	...
		2nd half	...	213	...	...
		Total	...	405	...	...
	TOTAL SPECIAL GAUGES	1st half	3,776	413	5,423	1,232
		2nd half	560	599	4,875	1,135
		Total	4,336	1,012	10,298	2,367
	TOTAL OF ALL GAUGES FOR THE YEAR		51,839	3,02,077	3,58,179	25,42,091

A—*continued.*

RAILWAYS—(PART I)—*continued.*

LANEOUS EXPENDITURE—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Other charges.	Total.	Deductions.	Net total.	1898.	Classification Number.	Remarks.
£	£	£	£			
		...				
4,968	12,372	...	12,372	1st half		
2,633	10,685		10,685	2nd half		
7,601	23,057	...	23,057	Total		
...	4,147	...	4,147	1st half	XCI	
...	596	...	596	2nd half		
...	4,743	...	4,743	Total		
				1st half	XCII	
				2nd half		
				Total		
	73	...	73	1st half	XCIV	
	80	...	80	2nd half		
	153	...	153	Total		
1,045	1,237	...	1,237	1st half	XCV	
2,560	2,773	...	2,773	2nd half		
3,605	4,010	...	4,010	Total		
6,043	17,829	...	17,829	1st half		
5,193	14,134	...	14,134	2nd half		
11,206	31,963	...	31,963	Total		
16,76,346	49,33,616	1,38,805	49,19,065			

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1898. [From No. XXII of

Classification Number.	Railway.	1898.	LOCOMOTIVES. Total stock on the list.	LOCOMOTIVES. Average number laid by as spare or hired out.	LOCOMOTIVES. Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	COACHING. Average number constantly under repairs and renewals.
	STANDARD GAUGE.						
I	East Indian(a)	1st half	651	1·00	61·00	1,412	93·46
		2nd half	655	2·00	76·00	1,430	102·38
		Total and average.	655	1·50	68·50	1,430	97·92
II	Bengal Central	1st half	23	...	6·00	78	5·00
		2nd half	22	...	5·00	89	4·00
		Total and average.	22	...	5·50	89	4·50
III	Bengal-Nágpur	1st half	118	9·00	24·14	293	52·30
		2nd half	118	9·00	23·39	293	44·93
		Total and average.	118	9·00	23·77	293	48·61
IV	Indian Midland	1st half	125	...	45·00	372	59·00
		2nd half	125	...	35·00	372	58·00
		Total and average.	125	...	40·00	372	58·50
VI	Godhra-Ratlam-Nágdá		Worked by the Bombay, Baroda and Central India railway.				
IX	Bezwada extension (East Coast State)		Worked by the Nizam's Guaranteed state railway.				
X	Washermenpet-Ennúr section (Bezwada-Madras)		Worked by the Madras railway.				
XII	North Western State	1st half	(d) 640	37·40	92·00	(d) 1,692	109·51
		2nd half	(d) 640	51·00	108·55	(d) 1,726	138·57
		Total and average.	640	44·20	100·27	1,726	124·04
XIII	Hyderabad-Shadipalli		Worked by the North Western State railway.				
XIV	Oudh and Rohilkhand State	1st half	166	3·87	32·08	599	65·79
		2nd half	169	11·76	28·16	599	65·72
		Total and average.	169	7·81	30·12	599	65·76
XV	Eastern Bengal State	1st half	104	...	24·43	411	66·69
		2nd half	104	...	16·90	411	67·10
		Total and average.	104	...	20·66	411	66·90
	TOTAL STANDARD GAUGE carried over	1st half	1,827	51·27	284·65	4,857	451·75
		2nd half	1,833	73·76	293·00	4,920	480·70
		Total and average.	1,833	62·51	288·82	4,920	466·23

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

VEHICLES.						1898.	Classification Number.	REMARKS.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
10,807	424·54	370	24·08	12,589	542·08	1st half	I	(a) Including the stock in use on lines under construction.
10,980	435·37	381	34·77	12,791	572·52	2nd half		
10,980	429·95	381	29·42	12,791	557·30	Total and average.		
503	13·00	(b) 23	1·00	604	19·00	1st half	II	(b) Including 13 composites (brake-vans and 3rd class)
492	7·00	(b) 23	1·00	604	12·00	2nd half		
492	10·00	23	1·00	604	15·50	Total and average.		
3,421	176·00	123	11·10	3,837	239·40	1st half	III	
3,421	211·01	123	11·83	3,837	267·77	2nd half		
3,421	193·51	123	11·47	3,837	253·59	Total and average.		
2,067	59·00	(c) 126	11·00	2,565	129·00	1st half	IV	(c) Including 50 composites (brake-vans and 3rd class) and 4 construction brake-vans.
2,067	106·00	(c) 126	11·00	2,565	175·00	2nd half		
2,067	82·50	126	11·00	2,565	152·00	Total and average.		
							VI	
							IX	
							X	
10,997	409·48	539	29·96	(d) 13,228	548 93	1st half	XII	(d) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
11,049	485·81	549	31·60	(d) 13,324	655·98	2nd half		
11,049	447·64	549	30·78	13,324	602·46	Total and average.		
							XIII	
4,346	148·68	153	16·55	5,098	231·02	1st half	XIV	
4,347	169·44	153	18·43	5,099	253·59	2nd half		
4,347	159·06	153	17·49	5,099	242·31	Total and average.		
2,224	178·90	(e) 79	9·12	2,714	254·71	1st half	XV	(e) Including 14 composites (7 intermediate and brake-vans and 7 third class and brake-vans).
2,224	108·62	(e) 79	8·02	2,714	183·74	2nd half		
2,224	143·76	79	8·57	2,714	219·22	Total and average.		
34,365	1,409·60	1,413	102 81	40,635	1,964·16	1st half		
34,580	1,523·25	1,434	116·65	40,934	2,120 60	2nd half		
34,580	1,466·42	1,434	109 73	40,934	2,042·38	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1898. [From No. XII of

Classification Number.	Railway.	1898.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly der repairs and renewals.
	Standard gauge—*concld.*						
	Brought forward standard gauge.	1st half	1,827	51·27	284·65	4,857	451·75
		2nd half	1,833	73·76	293·00	4,920	480·70
		Total and average	1,833	62·51	288·82	4,920	466·23
XVI	Calcutta Port Commissioners'	1st half	8	...	2·00	...	...
		2nd half	8	...	1·00	...	...
		Total and average.	8	...	1·50	...	...
XVII	East Coast State	1st half	57	6·50	6·16	273	16·21
		2nd half	71	9·45	11·15	273	19·40
		Total and average.	71	7·98	8·65	273	17·81
XVIII	Bánur-Bezwada section (Bezwada-Madras).		Worked by the East Coast State railway.				
XIX	Great Indian Peninsula	1st half	605	...	153·00	1,136	112·00
		2nd half	605	...	157·00	1,136	121·00
		Total and average.	605	...	155·00	1,136	116·50
XX	Bombay, Baroda and Central India.	1st half	163	...	26·00	447	52·00
		2nd half	174	...	32·00	447	54·00
		Total and average.	174	...	29·00	447	53·00
XXI	Madras	1st half	168	7·33	33·00	652	52·00
		2nd half	168	7·33	37·00	653	58·00
		Total and average.	168	7·33	35·00	653	55·00
XXIV	Southern Punjab (Delhi-Samásata).		Worked by the North Western State railway.				
XXV	Tapti Valley		Worked by the Bombay, Baroda and Central India railway.				
XXIII	The Nizam's Guaranteed state.	1st half	50	...	11·30	120	16·97
		2nd half	50	...	11·85	120	12·02
		Total and average.	50	...	11·58	120	14·49
XXIV	Nágdá-Ujjain		Worked by the Bombay, Baroda and Central India railway.				
XXV	The Gaekwar's Petlád						
XXVI	Kolar Gold-fields		Worked by the Madras railway.				
XXVII	Rájpura-Bhátinda		Worked by the North Western State railway.				
XXVIII	Jammu and Kashmir						
	Total standard gauge	1st half	2,878	68·10	516·11	7,485	700·93
		2nd half	2,909	90·54	543·00	7,549	745·12
		Total and average.	2,909	77·82	529·55	7,549	723·03
	Metre gauge.						
XL	Bengal and North-Western—Tirhoot section / Company's section	1st half	135	8·00	12·10	515	73·68
		2nd half	155	5·00	27·34	515	38·42
		Total and average.	155	6·50	19·72	515	56·05
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon).		Worked by the Rohilkund and Kumaon railway (Company's section).				
XLII	Rajputana-Malwa	1st half	416	...	102·65	1,326	121·30
		2nd half	418	...	77·67	1,346	172·21
		Total and average.	418	...	90·16	1,346	146·75
XLIII	Pálanpur-Deesa		Worked by the Rajputana-Malwa railway.				
	Total metre gauge carried over.	1st half	551	8·00	114·75	1,841	194·98
		2nd half	573	5·00	105·01	1,861	210·63
		Total and average.	573	6·50	109·88	1,861	202·80

A—continued.

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

VEHICLES.						1898.	Classification Number.	Remarks.
Goods.		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
34,365	1,409·60	1,413	102·81	40,635	1,964·16	1st half		
34,580	1,523·25	1,434	116·65	40,934	2,120·60	2nd half		
34,580	1,466·42	1,434	109·73	40,934	2,042·38	Total and average.		
372	10·00	...	...	372	10·00	1st half	XVI	
372	7·00	...	...	372	7·00	2nd half		
372	8·50	...	...	372	8·50	Total and average.		
1,403	33·66	65	3·25	1,741	53·12	1st half	XVII	
1,425	16·50	65	4·53	1,763	40·43	2nd half		
1,425	25·08	65	3·89	1,763	46·78	Total and average.		
							XVIII	
7,863	798·00	(a) 650	48·00	9,649	958·00	1st half	XIX	
7,863	686·00	(a) 650	32·00	9,649	839·00	2nd half		
7,863	742·00	650	40·00	9,649	898·50	Total and average.		
4,229	262·00	94	12·00	4,770	326·00	1st half	XX	
4,157	275·00	95	19·00	4,699	348·00	2nd half		
4,157	268·50	95	15·50	4,699	337·00	Total and average.		
2,997	136·00	177	17·00	3,826	205·00	1st half	XXI	(a) Including 115 composites (brake-vans and 3rd class).
3,003	96·00	177	13·00	3,833	167·00	2nd half		
3,003	116·00	177	15·00	3,833	186·00	Total and average.		
							XXIV	
							XXV	
836	39·41	41	3·13	997	59·51	1st half	XXXIII	
837	60·46	41	5·17	998	77·65	2nd half		
837	49·94	41	4·15	998	68·58	Total and average.		
							XXXIV	
							XXXV	
							XXXVI	
							XXXVII	
							XXXVIII	
52,065	2,688·67	2,440	186·19	61,990	3,575·79	1st half		
52,237	2,664·21	2,462	190·35	62,248	3,599·63	2nd half		
52,237	2,676·44	2,462	188·27	64,248	3,587·74	Total and average.		
3,601	136·94	97	6·34	4,213	216·96	1st half	XL	
3,818	235·36	97	4·57	4,430	278·35	2nd half		
3,818	186·15	97	5·46	4,430	247·65	Total and average.		
							XLI	
7,038	390·27	282	20·43	8,646	532·00	1st half	XLII	
6,990	252·67	291	33·83	8,627	458·71	2nd half		
6,990	321·47	291	27·13	8,627	495·36	Total and average.		
10,639	527·21	379	26·77	12,859	748·96	1st half	XLIII	
10,808	488·03	388	38·40	13,057	737·06	2nd half		
10,808	507·62	388	32·59	13,057	743·01	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1898. [From No. XII

Classification Number.	Railway.	1898.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	Metre gauge—*contd.*						
	Brought forward metre gauge	1st half	551	8·00	114·75	1,841	194·98
		2nd half	573	5·00	105·01	1,861	210·63
		Total and average.	573	6·50	109·88	1,861	202·80
XLIV	Southern Mahratta	1st half	(*a*) 177	27·00	35·80	574	104·90
		2nd half	(*a*) 178	44·00	36·11	574	69·05
		Total and average.	178	35·50	35·95	574	86·97
XLV	Guntakal-Mysore frontier		Worked by the Southern Mahratta railway.				
XLVI	Mysore section (Southern Mahratta).	1st half	42	4·00	7·29	162	25·07
		2nd half	41	...	8·90	162	18·16
		Total and average.	41	2·00	8·10	162	21·62
XLVII	South Indian	1st half	208	2·00	34·10	800	85·96
		2nd half	208	5·67	46·06	883	79·37
		Total and average.	208	3·83	40·08	883	82·66
XLVIII	Máyavaram-Mutupet		Worked by the South Indian railway.				
XLIX	Assam-Bengal	1st half	53	16·00	1·96	128	3·10
		2nd half	53	17·00	9·09	130	6·39
		Total and average.	53	16·50	5·52	130	4·75
L	Burma	1st half	148	8·00	18·30	611	65·73
		2nd half	150	2·00	21·95	611	61·57
		Total and average.	150	5·00	20·13	611	64·65
LI	Eastern Bengal State→ Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch). Dacca section	1st half	91	2·72	16·72	396	44·55
		2nd half	91	2·54	15·00	436	37·23
		Total and average.	91	2·63	15·86	436	40·89
LIV	Deoghur		Information not recorded in Revenue Accounts.				
LVI	Mymensing-Jamalpur-Jagannathganj.		Worked by the Eastern Bengal State railway.				
LVII	Rohilkand and Kumaon (Company's section). (*k*)	1st half	27	1·00	3·38	148	11·02
		2nd half	27	1·00	5·88	149	13·84
		Total and average.	27	1·00	4·63	149	12·73
LIX	Bengal Docars	1st half	4	...	1·00	21	...
		2nd half	4	...	1·00	21	...
		Total and average.	4	...	1·00	21	...
LX	Dibru-Sadiya	1st half	18	...	4·54	45	6·57
		2nd half	18	...	3·60	49	8·57
		Total and average.	18	...	4·07	49	7·57
LXI	Ledo and Tikak-Margherita Colliery.		Worked by the Dibru-Sadiya railway.				
LXII	Ahmedabad-Parántij		Worked by the Rajputana-Malwa railway.				
LXIV	The Gaekwar's Mehsána						
LXV	Kolhápur		Worked by the Southern Mahratta railway.				
LXVI	Yesvantpur-Mysore frontier						
	Total metre gauge carried over	1st half	1,319	68·72	237·84	4,816	542·48
		2nd half	1,343	77·21	252·60	4,876	506·81
		Total and average. (*m*)	1,343	72·96	245·22	4,876	524·64

A—continued.

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898

VEHICLES.						1898.	Classification Number.	REMARKS.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
10,639	527·21	379	26·77	12,859	748·96	1st half		
10,808	488·03	388	38·40	13,057	737·06	2nd half		
10,808	507·62	388	32·59	13,057	743·01	Total and average.		
4,009	228·05	(*b*) 145	38·46	4,728	371·41	1st half	XLIV	(*a*) Including the tender of a condemned engine.
4,009	227·34	(*c*) 145	21·75	4,728	318·14	2nd half		(*b*) Including 114 composites (brake-vans and 3rd class).
4,009	227·69	145	30·10	4,728	344·77	Total and average.		(*c*) Including 111 composites (brake-vans and 3rd class).
							XLV	
695	46·11	(*d*) 31	6·46	888	77·64	1st half	XLVI	
695	47·86	(*d*) 31	4·61	888	70·63	2nd half		(*d*) Including 28 composites (brake-vans and 3rd class).
695	46·99	31	5·54	888	74·14	Total and average.		(*e*) Including 14 composites (brake-vans and 3rd class).
3,287	144·80	(*e*) 73	4·13	4,250	234·89	1st half	XLVII	(*f*) Including 23 composites (brake-vans and 3rd class).
3,292	164·89	(*f*) 80	3·96	4,255	248·22	2nd half		
3,292	154·84	80	4·04	4,255	241·55	Total and average.		
							XLVIII	
1,105	35·56	32	1·26	1,265	39·92	1st half	XLIX	
1,109	19·42	32	1·23	1,271	27·04	2nd half		
1,109	27·49	32	1·25	1,271	33·48	Total and average.		
3,517	292·90	(*g*) 139	7·97	4,267	366·60	1st half	L	(*g*) Including 3 composites (brake-vans and 3rd class).
3,543	254·89	(*g*) 138	11·06	4,202	329·52	2nd half		
3,543	273·90	138	9·51	4,292	348·06	Total and average.		
(*h*) 2,397	153·71	(*i*) 64	8·67	2,857	206·93	1st half	LI	(*h*) Including 10 wagons lent to the Cooch Behar railway.
(*h*) 2,635	99·98	(*i*) 63	5·97	3,134	143·18	2nd half		(*i*) Including 4 composites (brake-vans and 3rd class).
2,635	126·84	63	7·32	3,134	175·06	Total and average.		
							LIV	
							LVI	
771	29·23	(*j*) 27	1·51	946	42·36	1st half	LVII	(*j*) Including 18 composites (brake-vans and postal).
771	45·70	(*j*) 27	2·59	947	62·13	2nd half		
771	37·47	27	2·05	947	52·25	Total and average.		
107	...	5	...	133	...	1st half	LIX	(*k*) Including the Lucknow-Bareilly section.
107	...	5	...	133	...	2nd half		
107	...	5	...	133	...	Total and average.		
799	24·91	(*l*) 23	2·08	867	33·56	1st half	LX	(*l*) Including 6 composites (brake-vans and postal).
799	24·82	(*l*) 24	3·99	872	37·38	2nd half		
799	24·87	24	3·04	872	35·47	Total and average.		
							LXI	
							LXII	
							LXIV	
							LXV	
							LXVI	
27,326	1,482·48	918	97·31	33,060	2,122·27	1st half		
27,768	1,372·93	933	93·56	33,577	1,973·30	2nd half		
27,768	1,427·71	933	95·44	33,577	2,047·79	Total and average. (*m*)		(*m*) Excluding the Deoghur railway.

APP
STATISTICS OF IN
STATEME

Half-years ended the 30th June and the 31st December 1898. [From No.

Classification Number.	Railway.	1898.	LOCOMOTIVES. Total stock on the list.	Average number laid by as spare or hired out.	Average number constantly under repairs and renewals.	COACHING. Total stock on the list.	Average number constantly under repairs and renewals.
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	1,319	68·72	237·84	4,816	542·48
		2nd half	1,343	77·21	252·60	4,876	506·81
		Total and average. (a)	1,343	72·96	245·22	4,876	524·64
LXVII	Mysore-Nanjangúd		Worked by the Southern Mahratta railway.				
LXXI	Jodhpur-Bikanér—						
	Jodhpur section	1st half	17	...	2·86	75	4·79
		2nd half	17	...	2·83	80	4·50
		Total and average.	17	...	2·84	80	4·64
	Bikaner section		Worked by the Jodhpur-Bikaner railway (Jodhpur section).				
LXXII	Udaipur-Chitor	1st half	2	...	...	22	...
		2nd half	2	...	0·26	22	3·17
		Total and average.	2	...	0·13	22	1·59
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1st half	33	4·86	3·53	190	17·11
		2nd half	33	10·99	3·22	190	16·27
		Total and average.	33	7·93	3·38	190	16·69
LXXIV	Jetalsar-Rájkot		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
LXXV	Jámnagar	1st half	1	...	...	24	0·53
		2nd half	1	...	...	24	5·25
		Total and average.	1	...	...	24	2·89
LXXVI	Dhrángadrá		Worked by the Bhávnagar-Gondal-Junágad-Porbandar railway.				
	TOTAL METRE GAUGE	1st half	1,372	73·58	244·23	5,127	564·91
		2nd half	1,396	88·20	258·91	5,192	536·00
		Total and average. (a)	1,396	80·89	251·57	5,192	550·45
	SPECIAL GAUGES.						
LXXXII	Cherra-Companyganj (2′ 6″)		Information not recorded in Revenue Accounts.				
	Jorhát (2′ 0″)						
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	15	...	1·00	61	4·00
		2nd half	15	...	1·00	61	4·00
		Total and average.	15	...	1·00	61	4·00
LXXXIV	Bársi Light (2′ 6″)	1st half	5	...	1·00	7	...
		2nd half	6	...	2·00	7	...
		Total and average.	6	...	1·50	7	...
LXXXV	Howrah-Amta (2′ 0″)		Information not recorded in Revenue Accounts.				
LXXXVI	Howrah-Sheakhalla (2′ 0″)						
LXXXVII	Tárakeshwar-Magra (2′ 6″)						
LXXXVIII	Tezpur-Balipara (2′ 6″)						
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	8	...	1·00	34	1·00
		2nd half	8	...	2·00	34	1·00
		Total and average.	8	...	1·50	34	1·00
XCII	ajpipla (2′ 6″)	1st half	3	...	...	7	...
		2nd half	3	...	...	7	...
		Total and average.	3	...	...	7	...
XCIV	Cooch Behar (2′ 6″)	1st half	3	...	1·05	9	1·02
		2nd half	3	...	0·79	9	1·24
		Total and average.	3	...	0·92	9	1·13
XCV	Morvi (2′ 6″)	1st half	8	...	2·00	47	6·75
		2nd half	8	...	3·00	47	13·00
		Total and average.	8	...	2·50	47	9·88
	TOTAL SPECIAL GAUGES (d)	1st half	42	...	6·05	165	12·77
		2nd half	43	...	8·79	165	19·24
		Total and average.	43	...	7·42	165	16·01
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR (e)		2,348	158·71	788·54	12,906	1,289·49

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1898.

VEHICLES.						1898.	Classification Number.	Remarks.
Goods		Brake-vans.		Total.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
27,326	1,482·48	918	97·31	33,060	2,122·27	1st half		(a) Excluding the Deoghur railway.
27,768	1,372·93	933	93·56	33,577	1,973·30	2nd half		
27,768	1,427·71	933	95·44	33,577	2,047·79	Total and average. (a)		
							LXVII	
250	6·44	14	1·58	339	12·81	1st half	LXXI	
250	5·62	14	0·19	341	10·31	2nd half		
250	6·03	14	0·88	344	11·56	Total and average.		
35	...	3	...	60	...	1st half	LXXII	
35	...	3	0·80	60	3·97	2nd half		
35	...	3	0·40	60	1·98	Total and average.		
895	35·60	37	2·06	1,122	54·77	1st half	LXXIII	
895	55·11	37	3·01	1,122	74·39	2nd half		
895	45·35	37	2·53	1,122	64·58	Total and average.		
							LXXIV	
100	1·18	4	0·49	128	2·20	1st half	LXXV	
100	6·24	4	0·52	128	12·01	2nd half		
100	3·71	4	0·51	128	7·10	Total and average.		
...	...	...	...	...	...			
28,606	1,525·70	976	101·44	34,709	2,192·05	1st half		
29,043	1,439·90	991	98·08	35,231	2,073·98	2nd half		
29,043	1,482·80	991	99·76	35,231	2,133·01	Total and average. (a)		
							LXXXII	
190	6·00	...	...	251	10·00	1st half	LXXXIII	
190	6·00	...	...	251	10·00	2nd half		
190	6·00	...	...	251	10·00	Total and average.		
65	1·00	...	...	72	1·00	1st half	LXXXIV	
65	2·00	...	...	72	2·00	2nd half		
65	1·50	...	...	72	1·50	Total and average.		
							LXXXV	
							LXXXVI	
							LXXXVII	(b) Three composites (brake-vans and 3rd class), and one composite (brake-van, intermediate and 3rd class).
							LXXXVIII	
211	6·00	8	1·00	253	8·00	1st half	XCI	
203	11·00	8	...	245	12·00	2nd half		
203	8·50	8	0·50	245	10·00	Total and average.		
33	1.00	3	...	43	1·00	1st half	XCII	(c) Two composites (brake-vans and 3rd class), and two composites (brake-van and intermediate class).
33	1·00	3	...	43	1·00	2nd half		
33	1·00	3	...	43	1·00	Total and average.		
65	2·38	(b)4	0·34	78	3·74	1st half	XCIV	
65	2·76	(c)4	0·33	78	4·33	2nd half		
65	2·57	4	0·33	78	4·04	Total and average.		
113	8·75	6	1·00	166	16·50	1st half	XCV	(d) Excluding the Cherra-Companygani, Howrah-Amta, Howrah Sheakhalla, Tarakeshwar-Magra, Tezpur-Balipara and the Jorhát railways.
115	7·75	7	2·00	169	22·75	2nd half		
115	8·25	7	1·50	169	19·62	Total and average.		
677	25·13	21	2·34	863	40·24	1st half		
671	30·51	22	2·33	858	52·08	2nd half		(e) *Vide* remarks (a) and (d).
671	27·82	22	2·33	858	46·16	Total and average.		
81,956	4,187·06	3,475	290·36	98,337	5,766·91	...		

AP
STATISTICS OF I
STATEME
[From No.

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	1,229,266	3,795,013	1,717,741	386,279
		2nd half	1,215,288	3,449,097	1,804,016	365,523
		Total	2,444,554	7,244,110	3,521,757	751,802
II	Bengal Central	1st half	44,944	16,497	121,575	1,177
		2nd half	30,293	36,698	120,864	5,303
		Total	75,237	53,195	242,439	6,480
III	Bengal-Nágpur	1st half	227,865	191,201	631,175	3,104
		2nd half	232,215	133,837	528,618	2,882
		Total	460,080	325,038	1,159,793	5,986
IV	Indian Midland	1st half	233,530	401,661	354,423	42,698
		2nd half	225,667	254,451	368,289	19,045
		Total	459,197	656,112	722,712	61,743
VI	Godhra-Rutlam-Nágdá	1st half	Details included with the Rajputana-Malwa railway.			...
		2nd half				
		Total				
IX	Bezwada extension (East Coast State)	1st half	...	8,008	7,964	...
		2nd half	44	2,860	8,052	22
		Total	44	10,868	16,016	22
X	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	448	1,412	11,784	...
		2nd half	72	...	11,992	...
		Total	520	1,412	23,776	...
XII	North Western State	1st half	1,072,825	2,525,764	1,484,111	225,613
		2nd half	1,006,786	1,836,792	1,486,002	106,477
		Total	2,079,611	4,362,556	2,970,113	332,090
XIII	Hyderabad-Shadipalli	1st half	101	4,813	25,000	341
		2nd half	56	2,088	25,356	76
		Total	157	6,901	50,356	417
XIV	Oudh and Rohilkhand State	1st half	263,165	505,035	668,450	12,981
		2nd half	300,513	394,538	690,651	8,707
		Total	563,678	899,573	1,359,101	21,688
XV	Eastern Bengal State	1st half	405,399	322,197	191,595	17,395
		2nd half	405,184	416,034	188,801	13,385
		Total	810,583	738,231	380,396	30,780
XVI	Calcutta Port Commissioners'	1st half	Information not furnished.			...
		2nd half				
		Total				
XVII	East Coast State	1st half	853	74,559	423,583	6,542
		2nd half	1,019	30,133	391,725	5,596
		Total	1,872	104,692	815,308	12,138
XIX	Great Indian Peninsula (a)	1st half	1,952,805	2,757,886	140,252	304,501
		2nd half	2,028,230	1,961,186	125,666	178,777
		Total	3,981,095	4,719,072	265,918	483,338
XX	Bombay, Baroda and Central India	1st half	467,536	666,809	195,719	2,677
		2nd half	493,356	419,781	196,971	1,241
		Total	960,892	1,086,680	392,690	3,918
XXI	Madras	1st half	450,298	143,489	640,050	30,841
		2nd half	455,462	162,676	625,983	26,863
		Total	905,760	306,165	1,266,639	57,704
XXIV	Southern Punjab (Delhi-Samásata)	1st half	389	52,182	207,072	3,051
		2nd half	...	8,624	295,951	1,888
		Total	389	61,106	503,923	4,939
XXV	Tápti Valley (b)	1st half	...	...	...	...
		2nd half	...	912	...	...
		Total	...	912	...	...
XXXIII	The Nizam's Guaranteed state	1st half	45,015	184,605	221,062	...
		2nd half	46,050	201,223	223,003	483
		Total	91,065	385,888	444,065	483
XXXIV	Nágdá-Ujjain	1st half	...	1,652	12,398	...
		2nd half	34	1,377	12,604	...
		Total	34	3,029	25,002	...
XXXV	The Gaekwar's Petlád	1st half	...	...	5,061	...
		2nd half	...	...	9,381	...
		Total	...	...	14,442	...
XXXVI	Kolar Gold-fields	1st half	20	3,774	14,558	294
		2nd half	...	4,674	14,720	530
		Total	20	8,448	29,278	824
	Total standard gauge carried over	1st half	6,394,519	11 657,007	7,0 5,079	1,037,554
		2nd half	6,440,269	9,316 081	7,128,645	730,798
		Total	12,834,788	20,973,088	14,203,743	1,774,352

[redacted]d.

[redacted]WAYS—(PART I)—*continued.*

[redacted]-MILEAGE.

[redacted]e Accounts.] Half-years ended the 30th June and the 31st December 1898.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1898.	Classification Number.	Remarks.
Coaching.	Goods.						
2,639,856	4,488,443	7,128,299	1,572,309	8,700,608	1st half	I	
2,647,586	4,186,338	6,833,924	1,467,885	8,301,809	2nd half		
5,287,442	8,674,781	13,962,223	3,040,194	17,002,417	Total		
127,562	56,631	184,193	37,447	221,640	1st half	II	
109,673	83,485	193,158	23,619	216,777	2nd half		
237,235	140,116	377,351	61,066	438,417	Total		
394,942	658,403	1,053,345	112,715	1,166,060	1st half	III	
394,481	503,071	897,552	88,530	986,082	2nd half		
789,423	1,161,474	1,950,897	201,245	2,152,142	Total		
419,350	612,962	1,032,312	136,602	1,168,914	1st half	IV	
406,552	460,900	867,452	124,846	992,298	2nd half		
825,902	1,073,862	1,899,764	261,448	2,161,212	Total		
		139,340	17,531	156,871	1st half	VI	
		123,096	15,018	138,114	2nd half		
		262,436	32,549	294,985	Total		
4,682	11,290	15,972	6,886	22,858	1st half	IX	
4,862	6,116	10,978	5,207	16,185	2nd half		
9,544	17,406	26,950	12,093	39,043	Total		
8,116	5,528	13,644	287	13,931	1st half	X	
8,572	3,492	12,064	143	12,207	2nd half		
16,688	9,020	25,708	430	26,138	Total		
1,947,417	3,360,896	5,308,313	687,059	5,995,372	1st half	XII	
1,909,414	2,526,643	4,436,057	587,319	5,023,376	2nd half		
3,856,831	5,887,539	9,744,370	1,274,378	11,018,748	Total		
9,423	20,832	30,255	7,641	37,896	1st half	XIII	
13,656	13,920	27,576	6,110	33,686	2nd half		
23,079	34,752	57,831	13,751	71,582	Total		
656,866	792,765	1,449,631	234,178	1,683,809	1st half	XIV	
683,631	710,778	1,394,409	239,666	1,634,075	2nd half		
1,340,497	1,503,543	2,844,040	473,844	3,317,884	Total		
531,959	404,627	936,586	389,363	1,325,949	1st half	XV	
518,040	504,764	1,023,404	405,731	1,429,135	2nd half		
1,050,599	909,391	1,959,990	795,094	2,755,084	Total		
					1st half	XVI	
					2nd half		
					Total		
230,235	275,302	505,537	82,830	588,367	1st half	XVII	
243,137	185,336	428,473	59,479	487,952	2nd half		
473,372	460,638	934,010	142,309	1,076,319	Total		
2,062,894	3,092,670	5,155,564	679,733	5,835,297	1st half	XIX	
2,125,830	2,167,979	4,293,859	559,889	4,853,748	2nd half		
4,188,774	5,260,649	9,449,423	1,239,622	10,689,045	Total		
533,659	799,172	1,332,831	254,866	1,587,697	1st half	XX	(a) Including the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.
581,548	529,801	1,111,349	193,418	1,304,767	2nd half		
1,115,207	1,328,973	2,444,180	448,284	2,892,464	Total		
621,760	643,524	1,265,284	253,284	1,518,568	1st half	XXI	
604,762	666,222	1,270,984	255,616	1,526,600	2nd half		
1,226,522	1,309,746	2,536,268	508,900	3,045,168	Total		
84,708	179,186	263,894	28,220	292,114	1st half	XXIV.	
118,156	188,307	306,463	29,140	335,603	2nd half		
202,864	367,493	570,357	57,360	627,717	Total		(b) Opened for traffic on the 1st December 1898.
...	...	...	...	...	1st half	XXV	
...	912	912	...	912	2nd half		
...	912	912		912	Total		
107,552	343,190	450,742	53,695	504,437	1st half	XXXIII	
107,803	362,956	470,759	57,457	528,216	2nd half		
215,355	706,146	921,501	111,152	1,032,653	Total		
3,909	10,141	14,050	3,870	17,920	1st half	XXXIV	
5,556	8,459	14,015	5,542	19,557	2nd half		
9,465	18,600	28,065	9,412	37,477	Total		
2,382	2,679	5,061	1,186	6,247	1st half	XXXV	
6,574	2,807	9,381	1,094	10,475	2nd half		
8,956	5,486	14,442	2,280	10,722	Total		
7,622	11,024	18,646	415	19,061	1st half	XXXVI	
5,990	13,925	19,924	847	20,771	2nd half		
13,621	24,949	38,570	1,262	39,832	Total		
10,394,891	15,769,265	26,303,499	4,566,117	30,863,616	1st half		
10,496,482	13,126,211	23,745,789	4,126,556	27,872,345	2nd half		
20,891,376	28,895,476	50,249,288	8,686,673	58,735,961	Total		

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STATISTICS OF I

STATEM

Half-years ended the 30th June and the 31st December 1898. [From N

Classification Number.	Railway.	1898.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	6,391,519	11,657,007	7,075,079	1,037,554
		2nd half	6,440,269	9,316,981	7,128,645	736,798
		Total .	12,834,788	20,973,988	14,203,724	1,774,352
XXXVII	Rájpura-Bhatinda	1st half	1,423	14,414	84,593	4,740
		2nd half	1,035	5,100	85,208	4,284
		Total .	2,458	19,574	169,801	9,024
XXXVIII	Jammu and Kashmir (Native State section).	1st half	48	64	11,584	16
		2nd half	48	80	11,776	64
		Total .	96	144	23,360	80
	TOTAL STANDARD GAUGE .	1st half	6,395,990	11,671,545	7,171,256	1,042,310
		2nd half	6,441,352	9,322,101	7,225,629	741,146
		Total .	12,837,342	20,993,706	14,396,885	1,783,456
	METER GAUGE.					
XL	Bengal and North-Western—Tirhoot section } Company's section } . . .	1st half	138,416	332,375	664,630	14,951
		2nd half	143,989	273,363	690,219	17,105
		Total .	282,399	605,738	1,354,849	32,056
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon) .	1st half	Included with the Rohilkund and Kumaon railway (Company's section).			
		2nd half				
		Total .				
XLII	Rajputana-Malwa (*a*)	1st half	414,354	1,634,392	1,160,753	122,140
		2nd half	418,095	1,002,058	1,170,484	37,377
		Total .	832,449	2,636,450	2,330,737	159,517
XLIII	Pálanpur-Deesa	1st half	170	119	6,154	153
		2nd half	85	...	6,256	51
		Total .	255	119	12,410	204
XLIV	Southern Mahratta	1st half	128,167	501,682	432,199	24,392
		2nd half	131,202	307,331	384,145	2,948
		Total .	259,369	809,013	816,344	27,340
XLV	Guntakal-Mysore frontier . . .	1st half	10,795	37,781	45,501	2,004
		2nd half	2,588	25,626	44,187	239
		Total .	13,383	63,407	89,688	2,243
XLVI	Mysore section (Southern Mahratta) .	1st half	4,347	77,382	190,056	4,166
		2nd half	2,014	41,809	163,573	1,414
		Total .	6,361	119,191	353,629	5,580
XLVII	South Indian	1st half	624,481	477,918	516,172	16,639
		2nd half	616,264	528,093	549,131	15,749
		Total .	1,240,745	1,006,011	1,065,303	32,388
XLVIII	Máyávaram-Mutupet	1st half	96	2,169	59,327	210
		2nd half	24	2,673	53,040	408
		Total .	120	4,842	112,367	618
XLIX	Assam-Bengal	1st half	1,691	37,675	158,745	3,599
		2nd half	402	97,533	161,368	2,386
		Total .	2,093	135,208	320,113	5,985
L	Burma	1st half	178,829	390,957	917,553	37,994
		2nd half	189,135	262,832	942,546	35,060
		Total .	367,964	653,789	1,860,099	73,054
LI	Eastern Bengal State—Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	128,121	301,503	460,729	6,886
	Dacca section	2nd half	128,025	262,388	463,274	3,666
		Total .	256,146	563,891	924,003	10,552
LIV	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total .				
LVI	Mymensingh-Jamalpur-Jagannathganj (*b*)	1st half	...	1,122	4,026	...
		2nd half				
		Total .		1,122	4,026	...
LVII	Rohilkund and Kumaon (Company's section). (*c*)	1st half	5,675	82,695	195,865	5,385
		2nd half	1,855	36,099	174,844	4,403
		Total .	7,530	118,794	370,709	9,788
LIX	Bengal Docars	1st half	24	10,633	14,976	2,373
		2nd half	...	112	14,992	3,044
		Total .	24	10,745	29,968	5,917
	TOTAL METRE GAUGE carried over	1st half	1,635,160	3,007,281	4,822,166	241,302
		2nd half	1,633,678	2,841,039	4,822,085	123,850
		Total (*d*)	3,268,838	6,748,320	9,644,245	365,242

[W]AYS—(PART I)—*continued.*

[M]ILEAGE—*continued.*

[...]ue Accounts.] Half-years ended the 30th June and the 31st December 1898.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1898.	Classification Number.	Remarks.
Coaching.	Goods.						
10,394,894	15,769,265	26,303,499	4,560,117	30,863,616	1st half		
10,496,482	13,126,211	23,745,789	4,126,556	27,872,345	2nd half		
20,891,376	28,895,476	50,049,288	8,686,673	58,735,961	Total		
47,092	57,538	105,230	18,404	123,634	1st half	XXXVII	
50,140	45,487	95,627	11,093	106,720	2nd half		
97,232	103,025	200,857	29,497	230,354	Total		
7,927	3,785	11,712	99	11,811	1st half	XXXVIII	
8,071	3,297	11,968	166	12,131	2nd half		
16,098	7,082	23,680	265	23,945	Total		
10,450,513	15,830,588	26,420,441	4,578,620	30,999,061	1st half		
10,555,293	13,174,995	23,853,384	4,137,815	27,991,199	2nd half		
21,005,806	29,005,583	50,273,825	8,716,435	58,990,260	Total		
513,479	636,887	1,150,366	212,953	1,363,319	1st half	XL	
575,993	548,683	1,124,676	233,692	1,358,368	2nd half		
1,089,472	1,185,570	2,275,042	446,645	2,721,687	Total		
					1st half	XLI	
					2nd half		
					Total		
1,063,314	2,287,825	3,211,799	429,084	3,640,883	1st half	XLII	(a) Including the Godhra-Ratlam-Nágda (standard gauge) railway except in the case of "total train-mileage," "assisting, shunting, and miscellaneous mileage," and "total engine-mileage."
1,088,432	1,539,582	2,504,918	382,818	2,887,736	2nd half		
2,151,746	3,827,407	5,716,717	814,902	6,528,619	Total		
2,580	4,016	6,596	2,689	9,285	1st half	XLIII	
4,063	2,329	6,392	2,707	9,099	2nd half		
6,643	6,345	12,988	5,396	18,384	Total		
283,448	802,992	1,086,440	129,286	1,215,726	1st half	XLIV	
274,441	551,185	825,626	115,431	941,057	2nd half		
557,889	1,354,177	1,912,066	244,717	2,156,783	Total		
40,407	55,614	96,081	1,533	97,614	1st half	XLV	
30,921	41,719	72,640	1,765	74,405	2nd half		
71,388	97,333	168,721	3,298	172,019	Total		
90,684	185,267	275,951	23,163	299,119	1st half	XLVI	
74,475	134,335	208,810	19,126	227,936	2nd half		
165,159	319,602	484,761	42,294	527,055	Total		
913,982	721,228	1,635,210	303,117	1,938,327	1st half	XLVII	
916,954	792,283	1,709,237	295,825	2,005,062	2nd half		
1,830,936	1,513,511	3,344,447	598,942	3,943,389	Total		
46,910	14,862	61,802	7,717	69,519	1st half	XLVIII	
42,468	13,682	56,145	5,300	61,445	2nd half		
89,403	28,544	117,947	13,017	130,964	Total		
80,543	121,107	201,710	47,933	249,643	1st half	XLIX	
71,499	190,190	261,689	47,919	309,608	2nd half		
152,042	311,357	463,399	95,852	559,251	Total		
651,478	873,855	1,525,333	271,519	1,796,852	1st half	L	
668,370	761,203	1,429,573	275,647	1,705,220	2nd half		
1,319,848	1,635,058	2,954,906	547,166	3,502,072	Total		
390,989	506,250	897,239	216,033	1,113,272	1st half	LI	
386,072	471,281	857,353	225,528	1,082,881	2nd half		
777,061	977,531	1,754,592	441,561	2,196,153	Total		
...	...	15,360	...	15,360	1st half	LIV	(b) Opened for traffic on the 15th October 1898.
...	...	...	...	...	2nd half		
...	...	15,360	...	15,360	Total		
1,867	3,281	5,148	66	5,214	1st half	LVI	
1,867	3,281	5,148	66	5,214	2nd half		
84,103	205,517	289,620	57,848	347,468	Total		
87,065	130,136	217,201	45,539	262,740	1st half	LVII	(c) Including the Lucknow-Bareilly section.
171,168	335,653	506,821	103,387	610,208	2nd half		
10,966	17,540	28,506	7,128	35,634	Total	LIX	
9,858	8,290	18,148	7,331	25,479	1st half		
20,824	25,830	46,654	14,459	61,113	2nd half		
4,172,973	6,433,020	10,466,653	1,710,008	12,176,661	Total		
4,232,473	5,188,179	9,297,556	1,678,694	10 956 250	1st half		
8,405,446	11,621,199	19,779,569	3,368,702	23,148,271	2nd half		
					Total (d)		(d) Including the Deoghar railway for which yearly figures are shown

STATISTICS OF [illegible]

STATEM[illegible]

[From No[illegible]

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Miles. Train-[illegible]			
			Passengers.	Goods.	Mixed.	Light.
	Metre gauge—*concld.*					
	Brought forward metre gauge	1st half	1,635,160	3,907,281	4,822,160	241,392
		2nd half	1,633,678	2,841,039	4,822,085	123,850
		Total(*a*)	3,268,838	6,748,320	9,644,245	365,242
LX	Dibru-Sadiya	1st half	...	41,063	62,611	...
		2nd half	...	31,267	67,344	...
		Total	...	72,330	129,991	...
LXI	Ledo and Tikak-Margherita Colliery	1st half	...	8,336	...	...
		2nd half	...	7,992	...	...
		Total	...	16,328	...	...
LXII	Ahmedabad-Parántij	1st half	...	773	24,624	108
		2nd half	...	...	30,672	...
		Total	...	773	55,296	108
LXIV	The Gaekwar's Mehsána	1st half	372	14,091	41,654	12
		2nd half	168	7,157	42,320	12
		Total	540	21,248	83,974	24
LXV	Kolhápur	1st half	...	409	10,589	...
		2nd half	176	896	10,764	...
		Total	176	1,305	21,353	...
LXVI	Yesvantpur-Mysore frontier	1st half	6,953	12,721	29,407	1,029
		2nd half	7,476	7,481	30,654	155
		Total	14,429	20,202	60,061	1,184
LXVII	Mysore-Nanjangúd	1st half	4,695	80	6,210	45
		2nd half	5,820	1,938	5,220	15
		Total	10,515	2,018	11,430	60
LXXI	Jodhpur-Bikaner—					
	Jodhpur section	1st half	3,015	20,845	139,463	796
		2nd half	1,971	44,424	141,496	372
		Total	4,986	65,269	280,959	1,168
	Bikaner section	1st half	44	4,396	18,141	18
		2nd half	393	3,117	31,464	86
		Total	437	7,513	49,605	104
LXXII	Udaipur-Chitor	1st half	310	...	22,816	62
		2nd half	186	...	22,816	62
		Total	496	...	45,632	124
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	39,051	85,713	167,381	6,634
		2nd half	40,011	28,671	132,855	3,680
		Total	79,062	114,384	300,236	10,314
LXXIV	Jetal-ar-Rájkot	1st half	315	3,212	16,652	507
		2nd half	1,259	1,523	16,882	603
		Total	1,574	4,735	33,534	1,110
LXXV	Jámnagar (*c*)	1st half	467	159	17,700	50
		2nd half	672	119	17,850	...
		Total	1,139	278	35,550	50
LXXVI	Dhrángadra (*b*)	1st half	...	...	...	...
		2nd half	887	244	7,287	105
		Total	887	244	7,287	105
	Total metre gauge	1st half	1,690,382	4,099,079	5,379,444	250,653
		2nd half	1,692,697	2,975,868	5,379,709	128,940
		Total(*a*)	3,383,079	7,074,947	10,759,153	379,593
	Special gauges.					
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXII	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIII	Darjeeling-Himalayan (2′ 0″)	1st half	18,755	64,675	...	...
		2nd half	19,492	55,656	...	...
		Total	38,247	120,331	...	...
LXXXIV	Bársi Light (2′ 6″)	1st half	...	...	99,982	13,286
		2nd half	...	...	14,018	...
		Total	...	...	114,000	13,286
LXXXV	Howrah-Amta (2′ 0″) (*c*)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXVI	Howrah-Sheakhalla (2′ 0″) (*c*)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*d*)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
	Total special gauges carried over	1st half	18,755	64,675	99,982	13,286
		2nd half	19,492	55,656	14,018	...
		Total	38,247	120,331	114,000	13,286

[redacted]AYS—(PART I)—*continued.*

[redacted]ILEAGE—*continued.*

[redacted] Accounts.] Half-years ended the 30th June and the 31st December 1898.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1898.	Classification Number.	Remarks.
Coaching.	Goods.						
4,172,973	6,433,020	10,466,653	1,710,008	12,176,661	1st half		(a) Including the Deoghur railway, for which yearly figures are shewn.
4,232,473	5,188,179	9,297,556	1,658,694	10,956,250	2nd half		
8,405,446	11,621,199	19,779,569	3,368,702	23,148,271	Total(a)		
20,082	82,828	103,710	36,521	140,231	1st half	LX	
22,448	76,163	98,611	43,995	142,606	2nd half		
43,330	158,991	202,321	80,516	282,837	Total		
...	8,336	8,336	...	8,336	1st half	LXI	
...	7,992	7,992	...	7,992	2nd half		
...	16,328	16,328	...	16,328	Total		
14,868	10,637	25,505	1,713	27,218	1st half	LXII	
20,703	9,969	30,672	2,654	33,326	2nd half		
35,571	20,606	56,177	4,367	60,544	Total		
23,609	32,460	56,129	14,293	70,422	1st half	LXIV	
28,833	20,824	49,657	10,457	60,114	2nd half		
52,502	53,284	105,786	24,750	130,536	Total		
4,281	6,717	10,998	1,176	12,174	1st half	LXV	
4,829	7,007	11,836	916	12,752	2nd half		
9,110	13,724	22,834	2,092	24,926	Total		
19,885	30,225	50,110	153	50,263	1st half	LXVI	
18,218	27,548	45,766	287	46,053	2nd half		
38,103	57,773	95,876	440	96,316	Total		
9,485	1,545	11,030	22	11,052	1st half	LXVII	
9,993	3,000	12,993	30	13,023	2nd half		
19,478	4,545	24,023	52	24,075	Total		
78,004	86,115	164,119	10,663	174,782	1st half	LXXI	
76,751	111,512	188,263	11,488	199,751	2nd half		
154,755	197,627	352,382	22,151	374,533	Total		
9,546	13,053	22,599	411	23,010	1st half		
15,444	19,616	35,060	799	35,859	2nd half		
24,990	32,669	57,659	1,210	58,869	Total		
17,335	5,853	23,188	3,938	27,126	1st half	LXXII	
16,804	6,260	23,064	2,421	25,485	2nd half		
34,139	12,113	46,252	6,359	52,611	Total		
137,802	160,917	298,719	25,064	323,783	1st half	LXXIII	
127,385	77,832	205,217	15,455	220,672	2nd half		
265,247	238,749	503,996	40,459	544,455	Total		
12,532	8,154	20,686	979	21,665	1st half	LXXIV	
14,648	5,619	20,267	1,137	21,404	2nd half		
27,180	13,773	40,953	2,116	43,069	Total		
13,548	4,828	18,376	1,499	19,875	1st half	LXXV	
14,453	4,188	18,641	2,668	21,309	2nd half		
28,001	9,016	37,017	4,167	41,184	Total		
...	...	...	...	...	1st half	LXXVI	(b) Opened for traffic on the 1st June 1898.
5,834	2,689	8,523	8,265	16,788	2nd half		
5,834	2,689	8,523	8,265	16,788	Total		
4,534,870	6,884,688	11,280,218	1,806,380	13,086,598	1st half		
4,608,806	5,568,398	10,054,118	1,759,266	11,813,384	2nd half		
9,143,080	12,453,086	21,349,096	3,565,646	24,915,342	Total (a)		
...	...	1,178	...	1,178	1st half		
...	...	305	...	305	2nd half		
...	...	1,483	...	1,483	Total		
...	...	14,940	...	14,940	1st half	LXXXII	
...	...	13,286	...	13,286	2nd half		
...	...	28,226	...	28,226	Total		
18,755	64,675	83,430	...	83,430	1st half	LXXXIII	
19,492	55,650	75,148	...	75,148	2nd half		
38,247	120,331	158,578	...	158,578	Total		
31,700	81,568	113,268	645	113,913	1st half	LXXXIV	
5,555	8,463	14,018	312	14,330	2nd half		
37,255	90,031	127,286	957	128,243	Total		
...	...	18,375	...	18,375	1st half	LXXXV	(c) Constituted a railway from the 7th October 1898.
...	...	33,097	...	33,097	2nd half		
...	...	51,472	...	51,472	Total		
...	...	15,479	...	15,479	1st half	LXXXVI	
...	...	20,083	...	20,083	2nd half		
...	...	35,562	...	35,562	Total		
...	...	37,172	...	37,172	1st half	LXXXVII	(d) Constituted a railway from the 19th May 1898.
...	...	36,384	...	36,384	2nd half		
...	...	73,556	...	73,556	Total		
50,455	146,243	283,842	645	284,487	1st half		
25,047	64,119	102,121	312	192,633	2nd half		
75,502	210,302	470,193	957	477,120	Total		

STATISTICS OF

STATEM

[From No

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1899.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Brought forward	1st half	18,755	64,675	99,982	13,286
		2nd half	19,492	55,656	14,018	...
		Total	38,247	120,331	114,000	13,286
LXXXVIII	Tezpur-Balipara (2′ 6″) (e)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	503	24,734	28,603	179
		2nd half	411	4,878	28,952	246
		Total	914	29,612	57,555	425
XCII	Rajpipla (2′ 6″)	1st half	...	975	6,969	...
		2nd half	39	36	7,084	...
		Total	39	1,011	14,053	...
XCIV	Cooch Behar (2′ 6″)	1st half	175	11,427	8,006	...
		2nd half	467	10,083	8,186	30
		Total	642	21,510	16,192	30
XCV	Morvi (2′ 6″)	1st half	21,966	19,601	46,379	205
		2nd half	28,483	9,400	43,312	365
		Total	50,449	29,001	89,691	570
	Total special gauges	1st half	41,399	121,412	189,939	13,670
		2nd half	48,892	80,053	101,552	641
		Total	90,291	201,465	291,491	14,311
	Total of all gauges for the year		16,310,712	28,270,118	25,447,529	2,177,360

[redacted]AYS—(PART I)—*continued.*

MILEAGE—*concluded.*

Accounts.]

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1898.	Classification Number.	Remarks.
Coaching.	Goods.						
50,455	146,243	283,842	645	284,487	1st half		
25,047	64,119	192,321	312	192,633	2nd half		
75,502	210,362	476,163	957	477,120	Total.		
...	...	15,380	...	15,380	1st half	LXXXVIII	(e) Constituted a railway from the 3rd May 1898.
...	...	15,320	...	15,320	2nd half		
...	...	30,700	...	30,700	Total.		
11,902	42,117	54,019	100	54,119	1st half	XCI	
16,351	18,136	34,487	421	34,908	2nd half		
28,253	60,253	88,506	521	89,027	Total.		
2,949	4,995	7,944	38	7,982	1st half	XCII	
4,163	2,996	7,159	125	7,284	2nd half		
7,112	7,991	15,103	163	15,266	Total.		
3,676	15,932	19,608	9,283	28,891	1st half	XCIV	
4,332	14,434	18,766	9,807	28,573	2nd half		
8,008	30,366	38,374	19,090	57,464	Total.		
52,542	35,609	88,151	4,117	92,268	1st half	XCV	
59,362	22,198	81,560	3,298	84,858	2nd half		
111,904	57,807	169,711	7,415	177,126	Total.		
121,524	244,896	468,944	14,183	483,127	1st half		
109,255	121,883	349,613	13,963	363,576	2nd half		
230,779	366,779	818,557	28,146	846,703	Total.		
30,380,271	41,825,448	72,442,078	12,310,227	84,752,305			

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
	Standard Gauge.		*R*	*R*	*R*	*R*
I	East Indian	1st half	(*a*)1,46,55,610	2,22,24,991	75,66,381	...
		2nd half	(*a*)1,40,67,631	1,89,97,473	49,29,842	...
		Total	2,87,23,241	4,12,19,464	1,24,96,223	...
II	Bengal Central	1st half	2,65,106	1,72,807	...	92,299
		2nd half	2,54,124	1,95,200	...	58,924
		Total	5,19,230	3,68,007	...	1,51,223
III	Bengal-Nágpur	1st half	26,74,163	24,30,825	...	2,43,338
		2nd half	27,49,023	9,33,029	...	18,15,994
		Total	54,23,186	33,63,854	...	20,59,332
IV	Indian Midland	1st half	20,15,861	16,09,143	...	4,06,718
		2nd half	19,84,125	9,02,768	...	10,81,357
		Total	39,99,986	25,11,911	...	14,88,075
V	Bhopal-Itársi (British section)	1st half	46,096	50,403	4,307	...
		2nd half	46,380	29,032	...	17,348
		Total	92,476	79,435	...	13,041
VII	Wardha Coal	1st half	99,927	54,464	...	45,463
		2nd half	99,926	23,363	...	76,563
		Total	1,99,853	77,827	...	1,22,026
VIII	Dhond-Manmád	1st half	2,28,092	1,55,575	...	72,517
		2nd half	2,28,319	1,34,061	...	94,258
		Total	4,56,411	2,89,636	...	1,66,775
IX	Bezwada extension (East Coast State)	1st half	29,584	62,947	33,363	...
		2nd half	29,984	32,443	2,459	...
		Total	59,568	95,390	35,822	...
X	Washermenpet-Ennúr section (Bezwada-Madras)	1st half	(*b*)12,039	12,986	947	...
		2nd half	11,983	5,491	...	6,492
		Total	24,022	18,477	...	5,545
XII	North Western	1st half	(*c*)1,13,96,187	1,17,59,925	3,63,738	...
		2nd half	(*c*)1,14,21,958	(*d*)67,47,514	...	46,74,444
		Total	2,28,18,145	1,85,07,439	...	43,10,706
XIII	Hyderabad-Shadipalli	1st half	36,751	42,670	5,919	...
		2nd half	36,756	27,488	...	9,268
		Total	73,507	70,158	...	3,349
XIV	Oudh and Rohilkhand	1st half	29,35,016	31,04,680	1,69,664	...
		2nd half	29,36,717	22,03,048	...	7,33,669
		Total	58,71,733	53,07,728	...	5,64,005
XV	Eastern Bengal	1st half	(*c*)20,18,621	20,68,292	49,671	...
		2nd half	(*c*)20,16,372	29,78,861	9,75,693	...
		Total	40,34,993	50,47,153	10,25,364	...
XVI	Calcutta Port Commissioners'	1st half	(*e*)60,712	72,283	11,571	...
		2nd half	(*e*)60,712	77,298	16,586	...
		Total	1,21,424	1,49,581	28,157	...
	Total Standard Gauge carried over	1st half	3,64,73,765	4,38,18,991	82,05,561	8,60,335
		2nd half	3,59,44,010	3,32,87,969	59,11,376	66,87,740
		Total	7,24,17,775	7,71,06,060	46,38,285	85,68,317

(*a*) Including contribution to Provident Fund and annuity.
(*b*) Including contribution to Provident Fund.
(*c*) Including annuity.
(*d*) Excluding rebate paid to the Southern Punjab railway.
(*e*) Including contribution to Sinking Fund.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
	Standard gauge—*concld.*		₹	₹	₹	₹
	Brought forward standard gauge	1st half	3,64,73,765	4,38,18,991	82,05,561	8,60,335
		2nd half	3,59,44,010	3,32,87,069	59,11,376	85,68,317
		Total	7,24,17,775	7,71,06,060	46,88,285	...
XVII	East Coast	1st half	11,39,235	5,08,350	...	6,30,885
		2nd half	11,39,822	1,43,043	...	9,96,779
		Total	22,79,057	6,51,393	...	16,27,664
XIX	Great Indian Peninsula	1st half	(*a*)66,54,789	93,79,564	27,24,775	...
		2nd half	(*a*)(*b*)65,24,735	49,20,178	...	16,04,557
		Total	1,31,79,524	1,42,99,742	11,20,218	...
XX	Bombay, Baroda and Central India	1st half	24,04,328	53,80,837	29,76,509	...
		2nd half	(*a*)25,27,227	34,49,673	9,22,446	...
		Total	49,31,555	88,30,510	38,98,955	...
XXI	Madras	1st half	29,75,796	31,56,889	1,81,693	...
		2nd half	(*a*)29,68,956	23,45,016	...	6,23,940
		Total	59,44,752	55,01,905	...	4,42,247
XXIV	Southern Punjab (Delhi-Samásata)	1st half	3,67,309	(*d*)3,75,139	7,830	...
		2nd half	(*c*)3,72,446	(*d*)2,95,312	...	77,134
		Total	7,39,755	6,70,451	...	69,304
XXVIII	Khámgaon	1st half	10,449	17,487	7,038	...
		2nd half	10,443	6,838	...	3,605
		Total	20,892	24,325	3,433	...
XXIX	Amráoti	1st half	9,028	28,686	19,658	...
		2nd half	9,069	10,485	1,416	...
		Total	18,097	39,171	21,074	...
XXXII	Bhopal-Itársi (Native state section)	1st half	1,00,000	1,08,923	8,923	...
		2nd half	1,00,000	62,452	...	37,548
		Total	2,00,000	1,71,375	...	28,625
XXXIII	The Nizam's Guaranteed state	1st half	(*c*)12,09,375	12,05,470	...	3,905
		2nd half	(*c*)12,07,017	10,69,110	...	1,37,907
		Total	24,16,392	22,74,580	...	1,41,812
XXXIV	Nágdá-Ujjain	1st half	44,494	44,269	...	225
		2nd half	44,610	27,240	...	17,370
		Total	89,104	71,509	...	17,595
XXXV	The Gaekwar's Petlád	1st half	15,115	15,114	...	1
		2nd half	15,048	13,042	...	2,006
		Total	30,163	28,156	...	2,007
XXXVI	Kolar Gold-fields	1st half	(*a*)16,355	53,920	37,565	...
		2nd half	16,191	28,213	12,022	...
		Total	32,546	82,133	49,587	...
XXXVII	Rájpura-Bhátinda	1st half	1,33,976	1,77,364	43,388	...
		2nd half	1,34,036	1,38,823	4,787	...
		Total	2,68,012	3,16,187	48,175	...
XXXVIII	Jammu and Kashmír (Native state section).	1st half	19,227	10,178	...	9,049
		2nd half	19,255	11,255	...	8,000
		Total	38,482	21,433	...	17,049
	Total standard gauge carried over (*f*)	1st half	5,15,73,241	6,42,81,181	1,42,12,340	15,04,400
		2nd half	5,10,32,865	4,58,07,749	68,52,047	1,20,77,163
		Total	10,26,06,106	11,00,88,930	74,82,824	...

(*a*) Including contribution to Provident Fund.
(*b*) Including interest on capital on extension and interest on overdrawn capital.
(*c*) Figures obtained from chapter II.
(*d*) Including rebate.
(*e*) Including contribution to Sinking Fund.
(*f*) Excluding the Godhra-Ratlam-Nágdá, Delhi-Umballa-Kalka, Tarkessur, Tapti Valley, Bina-Goona and Bhopal-Ujjain railways.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	R	R	R
	Brought forward STANDARD GAUGE	1st half	5,15,73,241	6,42,81,181	1,42,12,340	15,04,400
		2nd half	5,10,32,865	4,58,07,749	68,52,047	1,20,77,163
	METRE GAUGE.	Total .	10,26,06,106	11,00,88,930	74,82,824	...
XL	Bengal and North-Western—Tirhoot section	1st half	5,24,901	10,27,742	5,02,841	...
		2nd half	5,34,183	5,63,438	29,255	...
		Total .	10,59,084	15,91,180	5,32,096	...
	Company's section	1st half	7,55,021	(a)12,37,794	4,82,773	...
		2nd half	7,40,548	(a) 8,38,498	97,950	...
		Total .	(b)19,86,981	20,76,292	(c)89,311	...
XLI	Lucknow-Bareilly section (Rohilkhand and Kumaon).	1st half	(a)1,84,651	3,31,650	1,46,999	...
		2nd half	(a)1,82,723	1,71,073	...	11,650
		Total	3,67,374	5,02,723	1,35,349	...
XLII	Rajputana-Malwa (d)	1st half	(c) 37,91,728	73,53,530	35,61,802	...
		2nd half	(c) 33,58,715	52,94,424	19,35,709	...
		Total .	71,50,443	1,26,47,954	54,97,511	...
XLIII	Pálanpur-Deesa	1st half	8,366	11,586	3,220	...
		2nd half	8,365	10,377	2,012	...
		Total .	16,731	21,963	5,232	...
XLIV	Southern Mahratta	1st half	(c) 23,39,017	9,93,759	...	13,45,258
		2nd half	(c) 21,45,139	5,08,655	...	16,36,484
		Total .	44,84,156	15,02,414	...	29,81,742
XLV	Guntakal-Mysore frontier	1st half	1,18,042	86,895	...	31,147
		2nd half	1,17,984	45,576	...	72,408
		Total .	2,36,026	1,32,471	...	1,03,555
XLVI	Mysore section (Southern Mahratta) . .	1st half	(c)4,47,721	2,82,982	...	1,64,739
		2nd half	(c)3,93,420	1,30,439	...	2,62,981
		Total .	8,41,141	4,13,421	...	4,27,720
XLVII	South Indian	1st half	(a)&(c) 20,67,735	20,38,105	...	29,630
		2nd half	(a)&(c) 19,61,467	18,14,244	...	1,47,223
		Total .	40,29,202	38,52,349	...	1,76,853
XLVIII	Máyavaram-Mutupet	1st half	49,945	32,737	...	17,208
		2nd half	49,898	44,890	...	5,008
		Total .	99,843	77,627	...	22,216
XLIX	Assam-Bengal	1st half	12,26,071	2,24,658	...	10,01,413
		2nd half	12,46,306	—1,70,107	...	14,16,413
		Total .	24,72,377	54,551	...	24,17,826
L	Burma	1st half	19,34,945	24,91,125	5,56,180	...
		2nd half	19,20,363	12,97,398	...	6,22,965
		Total .	38,55,308	37,88,523	...	66,785
LI	Eastern Bengal—Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	1st half	8,25,205	14,45,410	6,20,205	...
		2nd half	8,33,876	15,63,438	7,29,562	...
		Total .	16,59,081	30,08,848	13,49,767	...
	Dacca section	1st half	1,35,031	1,31,081	...	3,950
		2nd half	1,35,271	1,47,983	12,712	...
		Total .	2,70,302	2,79,064	8,762	...
	TOTAL METRE GAUGE carried over	1st half	1,44,08,379	1,76,89,054	58,74,020	25,93,345
		2nd half	1,36,28,258	1,22,60,326	28,07,200	41,75,132
		Total .	(b)2,85,28,049	2,99,49,380	(c)14,21,331	...

(a) Including contribution to the Provident Fund.
(b) Including R4,91412 on account of interest charges for the Ganges-Gogra Doab railway, not included in the half-yearly figures.
(c) For cause of difference *vide* foot note (b) above.
(d) Including the Godhra-Rutlam-Nágdá railway.
(e) Including share of surplus profits payable to the working company.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1898.

Classification Number.	Railway.	1898.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			£	£	£	£
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE	1st half	1,44,08,379	1,76,89,054	58,74,020	25,93,345
		2nd half	1,36,28,258	1,22,60,326	28,07,200	41,75,132
		Total	2,85,28,049	2,99,49,380	14,21,331	...
LX	Dibru-Sadiya	1st half	1,98,642	(*a*)1,20,920	...	77,722
		2nd half	1,98,081	1,61,558	...	36,523
		Total	3,96,723	2,82,478	...	1,14,245
LXII	Ahmedabad-Paránt[illegible]	1st half	38,844	49,827	10,983	...
		2nd half	38,860	36,009	..	2,851
		Total	77,704	85,836	8,132	...
LXIV	The Gaekwar's Mehsána	1st half	65,390	1,14,799	49,409	...
		2nd half	65,636	84,253	18,617	...
		Total	1,31,026	1,99,052	68,026	...
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	1st half	3,53,526	5,78,781	2,25,255	...
		2nd half	3,55,554	1,31,000	...	2,24,554
		Total	7,09,080	7,09,781	701	...
LXXIV	Jetalsar-Rájkot	1st half	31,051	42,286	11,235	...
		2nd half	31,357	33,771	2,414	...
		Total	62,408	76,057	13,649	...
LXXV	Jámnagar	1st half	45,197	18,161	...	27,036
		2nd half	45,877	13,621	...	32,256
		Total	91,074	31,782	...	59,292
LXXVI	Dhrángadra (*b*)	1st half	4,660	...	...	4,660
		2nd half	10,595	10,618	23	...
		Total	15,255	10,618	...	4,637
	TOTAL METRE GAUGE (*c*)	1st half	1,51,45,689	1,86,13,828	61,70,902	27,02,763
		2nd half	1,43,74,218	1,27,31,156	28,28,254	44,71,316
		Total	(*d*)3,00,11,319	3,13,44,984	(*e*)13,33,665	...
	SPECIAL GAUGES.					
	Chetra-Companyganj (2′ 6″)	1st half	6,777	—73,511	...	80,288
		2nd half	6,788	—48,989	...	55,777
		Total	13,565	—1,22,500	...	1,36,065
LXXXII	Jorhát (2′ 0″)	1st half	18,054	6,323	...	11,731
		2nd half	18,125	13,812	...	4,313
		Total	36,179	20,135	...	16,044
LXXXV	Howrah-Amta (2′ 0″) (*f*)	1st half	...	...	...	...
		2nd half	5,298	46,246	40,948	...
		Total	5,298	46,246	40,948	...
XCI	The Gaekwar's Dabhoi (2′ 6″)	1st half	42,197	—42,967	...	85,164
		2nd half	42,296	16,375	...	25,921
		Total	84,493	—26,592	...	1,11,085
XCII	Rajpipla (2′ 6″)	1st half	16,403	—2,074	...	18,477
		2nd half	19,879	—7,098	...	26,977
		Total	36,282	—9,172	...	45,454
XCIV	Cooch Behar (2′ 6″)	1st half	19,075	—7,575	...	26,650
		2nd half	20,393	14,262	...	6,131
		Total	39,468	6,687	...	32,781
XCV	Morvi (2′ 6″)	1st half	49,624	97,686	48,062	...
		2nd half	49,589	66,304	16,715	...
		Total	99,213	1,63,990	64,777	...
	TOTAL SPECIAL GAUGES (*g*)	1st half	1,52,130	—22,118	48,062	2,22,310
		2nd half	1,62,368	1,00,912	57,663	1,19,119
		Total	3,14,498	78,794	...	2,35,704
	TOTAL OF ALL GAUGES FOR THE YEAR		13,29,31,923	14,15,12,708	85,80,785	...

(*a*) Excluding R50,000 on account of subsidy.
(*b*) Opened for traffic on the 1st June 1898.
(*c*) Excluding the Deoghur, Mymensingh-Jamalpur-Jagannathganj, Rohilkund and Kumaon (Company's section), Bengal Dooars, Ledo and Tikak-Margherita Colliery, Kolhápur, Yesvantpur-Mysore frontier, Mysore-Nanjangúd, Jodhpur-Bikaner and Udaipur-Chitor railways, but including the Godhra-Ratlam-Nágdá railway.
(*d*) Vide foot note (*b*) in preceding page.
(*e*) For cause of difference vide foot note (*b*) in preceding page.
(*f*) Constituted a railway with effect from the 7th October 1898.
(*g*) Excluding the Darjeeling-Himalayan, Barsi Light, Howrah-Sheakhalla, Tarkeshwar-Magra and Tezpur-Balipara railways

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1898.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1898.

STANDA

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.(b)	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand including the Cawnpore-Barhwal (metre gauge link.)	XV. Eastern Bengal.	XVII. East Coast.	Lines worked by TED-CO XIX. Great Indian Peninsula railway system.(f)	XX. Bombay, Baroda and Central India railway system.(g)
	DESCRIPTION OF RAILWAY WORKED.											
1	Gauge of railway	1st half	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
		2nd „	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″
2	Mean mileage worked . . . *Miles*	1st half	(a)1,925·06	125·01	878·99	967·16	2,454·35	941·87	253·49	536·09	1,491·31	649·71
		2nd „	(a)1,927·46	125·01	970·58	985·69	2,454·31	1,012·98	257·96	555·89	1,491·31	655·76
3	Number of stations . . . . *No.*	1st half	284	26	107	(c)126	339	141	74	82	218	112
		2nd „	285	26	121	(c)126	337	141	76	128	218	116
4	Total length of the following gradients :											
	(a) $\frac{1}{50}$ and less . . . . *Miles*	1st half	5·78	...	...	...	71·12	...	...	...	19·31	...
		2nd „	5·78	...	0·98	...	71·12	...	...	...	19·31	...
	(b) $\frac{1}{51}$ to $\frac{1}{80}$ . . . . „	1st half	13·70	...	...	6·75	91·59	...	...	...	2·36	1·32
		2nd „	13·70	...	3·67	6·75	91·59	...	...	...	2·36	1·32
	(c) $\frac{1}{81}$ to $\frac{1}{100}$ . . . . „	1st half	27·54	...	83·44	4·95	104·03	(d) 2·84	...	...	62·10	0·30
		2nd „	27·54	...	83·87	4·95	104·03	(d) 2·84	...	...	62·10	0·30
	(d) $\frac{1}{101}$ to $\frac{1}{200}$ . . . . „	1st half	161·20	...	336·24	313·40	145·03	(d) 9·19	...	132·45	516·07	125·60
		2nd „	161·20	...	286·35	313·39	145·03	(d) 9·19	...	132·45	516·07	115·60
	(e) $\frac{1}{201}$ to $\frac{1}{300}$ . . . . „	1st half	120·71	...	80·70	88·36	109·23	(d) 18·05	1·90	46·22	204·78	26·40
		2nd „	120·71	...	90·77	88·36	109·23	(d) 18·05	1·90	46·22	204·78	33·26
5	Steepest gradient worked—											
	(a) Inclination	1st half	$\frac{1}{50}$	...	$\frac{1}{50}$	$\frac{1}{80}$	$\frac{1}{82}$	(d) $\frac{1}{100}$	$\frac{1}{100}$	$\frac{1}{100}$	$\frac{1}{87}$	$\frac{1}{80}$
		2nd „	$\frac{1}{50}$	...	$\frac{1}{50}$	$\frac{1}{80}$	$\frac{1}{82}$	(d) $\frac{1}{100}$	$\frac{1}{100}$	$\frac{1}{100}$	$\frac{1}{87}$	$\frac{1}{80}$
	(b) Length . . . . *Miles*	1st half	3·98	...	0·40	2·40	6·52	(d) 2·84	1·90	76·14	5·85	1·32
		2nd „	3·98	...	0·98	2·39	6·52	(d) 2·84	1·45	76·14	5·85	1·32
	FINANCIAL RESULTS.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . *Per cent.*	1st half	5·50	1·45	2·44	1·71	3·41	2·67	2·99	0·89	3·29	4·56
		2nd „	4·63	1·58	0·78	0·96	2·00	1·89	4·29	0·25	1·75	2·67
7	Percentage of net earnings for each half-year on paid up capital . . . „	1st half	...	...	2·40	1·72	...	...	...	...	3·29	5·15
		2nd „	...	...	0·92	0·94	...	...	...	...	1·76	3·23
	OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*)											
8	Capital outlay per mile open . . *£*	1st half	2,11,592	93,376	1,01,455	1,27,592	1,43,616	1,12,413	2,53,638	1,01,744	2,14,151	1,92,269
		2nd „	2,12,324	96,486	1,10,422	1,27,960	1,44,826	1,13,176	2,51,243	1,01,757	2,14,353	1,92,347
9	Total earnings per mile open per week „	1st half	648	162	181	149	332	217	579	113	514	603
		2nd „	580	153	108	118	245	173	721	78	386	422
10	Total working expenses per mile open per week . . . . . „	1st half	197	109	75	73	138	90	269	76	270	257
		2nd „	197	92	71	74	130	89	273	67	254	208
11	Total earnings per train-mile . . „	1st half	4·35	2·87	3·94	3·64	4·16	(d) 3·63	4·08	3·12	3·87	6·83
		2nd „	4·26	2·57	3·04	3·49	3·65	(d) 3·80	4·72	2·62	3·48	5·71
12	Total working expenses per train-mile „	1st half	1·38	1·93	1·63	1·79	1·73	(d) & (e) 1·56	1·90	2·10	2·03	2·91
		2nd „	1·46	1·56	2·00	2·19	1·94	(d) & (e) 1·75	1·79	2·26	2·29	2·81
13	Net earnings per train-mile . . „	1st half	3·17	0·94	2·31	1·85	2·43	(d) 2·07	2·18	1·02	1·84	3·92
		2nd „	2·81	1·01	1·04	1·30	1·71	(d) 1·54	2·93	0·36	1·19	2·90
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . „	1st half	3·52	7·22	4·31	5·02	4·50	4·87	5·98	5·99	6·41	6·70
		2nd „	3·81	6·48	6·07	6·76	5·50	5·81	4·99	7·91	7·53	7·33
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	30·36	67·28	41·39	49·16	41·60	41·49	46·46	67·46	52·47	42·62
		2nd „	33·96	60·69	65·85	62·79	53·47	51·53	37·91	56·23	65·87	49·26
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . „ (*Inclusive of Steam-boat Service.*)	1st half	29·01	67·01	39·63	47·97	40·04	40·14	46·48	65·69	51·31	42·13
		2nd „	32·41	60·17	64·01	61·70	51·47	50·68	37·62	85·90	64·82	48·48
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . . *Per cent.*	1st half	30·53	67·28	41·39	49·16	41·60	41·49	46·02	68·56	52·47	42·62
		2nd „	34·07	60·69	65·85	62·79	53·20	51·53	38·58	87·55	65·87	49·26

(a) Including 34·50 miles of the Eastern Bengal State railway, and 1·00 mile of the Rajputaná-Malwa railway, worked over by the undertaking.
(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways excepting items 6 to 8.
(c) Including Agra Junction and Tundla.
(d) Standard gauge only.
(e) Excluding payments to the Bengal and North-Western and to the Rohilkund and Kumaon Railway companies.
(f) Including the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways, excepting items 6 to 8 and 196 to 199.
(g) Including the Godhra-Rutlám-Nágdá, the Gaekwar's Petlád and the Nágdá-Ujjain railways excepting item 7.

A—continued.

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1898.

GE.		METRE GAUGE.											
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed state railway system.(h)	XL. Bengal and North-Western railway system.(i)	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharla (2′ 6″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	1st half	1
5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2nd ,,	
857·67	354·70	851·69	1,838·44	1,556·20	1,112·08	286·52	886·50	564·39	289·74	320·50	50·23	434·35	1st half	2
857·67	354·70	924·92	1,838·44	1,556·20	1,109·97	293·79	936·13	564·39	266·22	320·50	85·50	455·18	2nd ,,	
163	44	154	254	208	172	47	147	86	46	36	7	62	1st half	3
164	44	154	256	209	169	48	151	85	46	36	7	64	2nd ,,	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	1st half	
...	...	...	3·40	2·94	...	...	2·29	...	...	...	...	...	2nd ,,	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	1st half	
22·64	...	...	0·23	48·37	...	...	8·18	...	6·41	...	...	0·07	2nd ,,	
50·13	83·61	...	18·75	499·56	119·39	...	14·53	0·67	7·29	...	...	0·34	1st half	4
50·13	83·61	...	18·75	499·56	119·39	...	18·38	0·07	7·29	...	...	9·34	2nd ,,	
197·69	111·48	3·42	306·40	240·27	207·91	36·89	92·38	10·21	4·40	44·85	21·13	117·25	1st half	
197·69	111·48	3·42	306·40	240·27	207·91	37·33	96·56	10·21	4·40	44·85	21·13	121·23	2nd ,,	
124·10	81·30	3·06	149·83	93·36	82·48	16·66	84·62	9·94	5·81	27·90	8·92	62·34	1st half	
124·10	81·30	3·06	149·83	93·36	82·48	16·71	87·25	9·94	5·81	27·90	8·92	63·99	2nd ,,	
1/20	1/100	1/100	1/20	1/20	1/100	1/100	1/20	1/100	1/20	1/100	1/100	1/20	1st half	
1/20	1/100	1/100	1/20	1/20	1/100	1/100	1/20	1/100	1/20	1/100	1/100	1/20	2nd ,,	
0·80	2·52	3·42	3·40	2·94	3·12	5·74	2·29	0·07	3·00	11·50	1·02	0·07	1st half	5
0·80	2·52	3·42	3·40	2·94	3·12	8·95	2·29	0·07	3·00	11·50	1·02	0·07	2nd ,,	
2·61	2·94	3·78	5·12	1·15	2·59	0·59	3·17	3·28	3·97	6·12	1·91	2·97	1st half	6
1·93	2·60	2·09	3·78	0·58	2·39	+0·40	1·65	3·20	2·29	4·74	2·18	0·85	2nd ,,	
2·62	2·49	...	...	...	...	0·62	2·30	...	...	...	...	...	1st half	7
1·93	2·21	...	...	...	...	—0·47	1·20	...	...	...	...	...	2nd ,,	
1,40,737	1,22,457	61,492	73,038	78,485	69,870	97,899	85,774	83,364	39,346	20,166	22,191	(f) 49,683	1st half	8
1,40,964	1,22,732	68,479	73,536	78,707	69,437	104,960	83,287	84,791	39,667	22,060	22,208	(f) 48,194	2nd ,,	
259	232	151	250	101	155	90	223	186	113	69	46	109	1st half	9
233	210	110	200	76	148	83	158	193	93	78	35	64	2nd ,,	
114	95	54	102	66	83	60	114	83	52	22	19	53	1st half	10
127	90	56	91	58	83	105	104	82	55	27	16	48	2nd ,,	
4·44	4·59	2·90	3·62	2·68	2·63	3·34	3·36	3·05	2·94	3·51	2·67	3·66	1st half	11
3·99	4·02	2·34	3·70	2·61	2·40	2·43	2·68	3·31	2·97	3·44	2·20	2·98	2nd ,,	
1·96	1·87	1·04	1·48	1·75	1·41	2·22	1·72	1·35	1·35	1·19	1·07	1·76	1st half	12
2·16	1·73	1·21	1·68	2·00	1·35	3·08	1·76	1·40	1·75	1·66	1·02	2·23	2nd ,,	
2·48	2·72	1·86	2·14	0·93	1·22	1·12	1·64	1·70	1·59	2·41	1·60	1·90	1st half	13
1·83	2·29	1·14	2·02	0·61	1·05	+0·65	0·92	1·91	1·22	1·78	1·18	0·75	2nd ,,	
6·40	4·66	4·67	6·37	9·10	8·41	8·58	8·43	7·48	4·91	5·26	5·34	10·84	1st half	14
7·26	4·37	6·08	7·49	10·67	8·36	13·37	9·37	7·46	7·97	8·37	6·49	13·81	2nd ,,	
44·10	40·77	36·04	40·78	65·31	53·70	66·62	51·13	44·31	46·07	31·25	40·13	48·25	1st half	15
54·27	43·08	51·42	45·37	76·65	56·18	126·78	65·75	42·23	58·83	48·20	46·21	74·89	2nd ,,	
43·40	39·85	35·13	40·09	63·66	53·01	66·33	50·76	42·48	45·67	31·21	40·12	47·87	1st half	16
53·46	41·73	50·48	44·31	75·80	55·45	127·17	65·68	40·52	58·44	48·17	46·20	74·42	2nd ,,	
44·10	40·77	37·04	40·78	65·31	53·70	66·62	51·55	46·61	46·07	31·25	40·13	48·25	1st half	17
54·27	43·08	51·29	45·37	76·65	56·18	126·78	66·29	44·50	58·83	48·20	46·21	74·89	2nd ,,	

(h) Including the Bezwada extension of the East Coast State railway excepting items 6 to 8.
(i) Although for convenience classed amongst State railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(f) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

APPENDIX (

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1898.

STAN

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link).	XV. Eastern Bengal.	XVII. East Coast.	Lines worked by con XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.											
18	Total working expenses for both coaching and goods traffic* . . *R*	1st half	94,16,369	2,80,917	16,19,006	17,68,607	85,37,076	21,06,462	16,71,211	10,21,808	1,02,56,648	41,29,132
		2nd „	94,77,750	2,85,652	17,18,538	18,26,690	80,69,181	22,46,898	17,01,128	9,34,948	96,82,623	32,79,778
	Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load).*											
19	Coaching . . . „	1st half	23,44,369	1,87,851	4,41,184	5,09,737	20,62,697	7,84,751	7,01,992	4,24,271	28,10,032	9,12,397
		2nd „	25,45,618	1,49,599	5,98,460	6,71,375	25,69,394	9,65,075	5,70,802	5,05,883	35,04,261	10,95,075
20	Goods . . . . „	1st half	70,72,000	93,066	11,77,822	12,58,960	64,74,329	13,21,711	9,69,219	5,97,537	74,46,616	32,16,735
		2nd „	69,32,132	1,36,053	11,20,078	11,55,315	54,99,787	12,81,823	11,30,326	4,29,065	61,78,362	21,84,703
	COACHING TRAFFIC.											
	Gross receipts and train-mileage—											
21	Receipts from coaching traffic . . . *R*	1st half	98,85,018	3,45,780	7,25,180	12,59,355	59,53,259	20,26,714	15,12,455	7,58,248	33,05,263	18,30,286
		2nd „	92,03,756	3,34,926	6,37,282	11,78,047	54,14,485	20,61,528	13,15,614	6,47,118	37,45,165	21,04,909
22	Coaching train-miles run *No.*	1st half	2,639,856	127,362	394,942	419,350	1,838,372	656,866	531,959	230,235	2,062,894	584,417
		2nd „	2,647,580	109,673	394,481	406,552	1,865,201	683,631	518,640	243,137	2,125,880	640,374
23	Average coaching receipts per train-mile . . *R*	1st half	3·74	2·71	1·84	3·00	3·24	3·09	2·84	3·29	1·60	3·13
		2nd „	3·48	3·05	1·62	2·90	2·90	3·02	2·54	2·66	1·76	3·29
	UNITS AND UNIT-MILEAGE—											
	Number of units carried one mile—											
24	1st class . . *Unit-miles*	1st half	4,656,792	57,714	314,749	1,134,162	4,305,942	1,109,582	786,833	156,546	4,579,896	1,439,038
		2nd „	4,102,377	63,312	303,783	1,121,152	3,072,890	932,330	734,435	179,546	4,270,966	1,424,621
25	2nd „ . . . „	1st half	12,478,355	329,629	499,938	2,110,418	15,814,397	3,539,904	1,942,032	311,559	20,737,849	8,447,986
		2nd „	12,789,105	525,889	956,471	3,687,589	13,383,869	3,197,646	1,834,072	342,674	19,026,797	8,730,878
26	3rd or intermediate class „	1st half	39,910,589	1,027,451	919,441	(*a*)14,322,478	21,241,791	8,613,302	10,024,835	171,608	(*a*)15,361,607	14,678,991
		2nd „	36,704,105	1,095,720	948,986	(*a*)12,886,940	23,411,969	7,856,981	9,494,585	244,142	(*a*)20,276,631	18,162,733
27	4th or lowest „ . . „	1st half	555,362,837	17,945,888	56,876,817	(*b*)40,939,430	351,725,726	116,701,011	84,597,526	60,146,917	(*b*)167,886,356	84,101,330
		2nd „	512,966,622	17,419,490	48,056,115	(*b*)47,757,260	336,564,102	122,339,548	71,616,568	43,758,818	(*b*)194,523,341	100,118,099
28	Total passenger unit-mileage . . „	1st half	612,408,573	19,360,682	58,610,9451	60,906,488	393,087,856	129,963,799	97,351,220	60,786,630	208,565,708	108,667,345
		2nd „	566,562,209	19,104,411	50,265,355	65,457,941	376,432,830	134,326,505	83,676,660	44,525,180	239,197,675	129,436,331
29	Other coaching traffic . . *Ton-miles.*	1st half	7,332,322	134,498	368,629	1,174,275	6,209,903	912,309	591,111	248,804	4,276,179	2,193,053
		2nd „	7,410,045	161,631	383,928	1,000,029	4,245,967	936,175	544,008	217,984	4,158,126	2,200,936
	Average sum received for carrying a unit one mile—											
30	1st class . . *Pies*	1st half	14·93	9·65	14·06	10·24	9·89	11·29	12·99	18·72	10·66	9·63
		2nd „	15·55	9·80	13·01	10·59	10·78	11·23	12·87	15·65	10·79	9·86
31	2nd „ . . . „	1st half	6·30	4·86	6·69	4·19	3·53	4·63	6·06	9·71	3·50	4·33
		2nd „	6·36	4·85	4·71	4·56	3·87	5·04	6·02	7·97	3·94	4·82
32	3rd or intermediate class „	1st half	3·28	3·56	2·84	(*a*)2·98	3·00	3·37	3·03	4·46	(*a*)3·00	3·00
		2nd „	3·30	2·96	2·81	(*a*)2·97	3·00	3·35	2·98	4·50	(*a*)3·00	2·99
33	4th or lowest „ . „	1st half	2·51	2·97	2·00	(*b*)2·55	2·25	2·50	2·48	2·16	(*b*)1·89	2·19
		2nd „	2·51	2·92	1·99	(*b*)2·55	2·25	2·50	2·48	2·59	(*b*)1·92	2·27
34	Average for all classes . „	1st half	2·73	3·07	2·12	2·86	2·43	2·69	2·69	2·25	2·33	2·56
		2nd „	2·74	3·00	2·43	2·88	2·43	2·67	2·71	2·61	2·36	2·63
35	Other coaching traffic per ton-mile . . „	1st half	30·69	47·33	40·82	36·68	30·52	43·20	47·72	34·86	34·85	33·23
		2nd „	28·78	43·05	40·11	37·37	29·95	39·60	47·80	37·08	37·42	30·07

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines or mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, *viz.*:—

First class passenger with free luggage	0·10 ton
Second „ „ „	0·08 „
Third or fourth class passenger with free luggage	0·06 „

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains

(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1898.

GE.		METRE GAUGE.												
GUARANTEED PANIES.	UNGUARANTEED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI.	XXXIII.	XL.	XLII.	XLIV.	XLVII.	XLIX.	L.	LI.	LVII	LXXI.		LXXIII.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal including the Kamla-Dhariia (2' 6" gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpur-Bikaner. Jodhpur section.	Bikaner section.	Bhavnagar-Gondal-Junagadh-Porbandar railway system.		
24,47,662	8,43,721	10,62,032	47,27,647	26,09,605	22,87,861	4,31,247	25,45,978	11,84,826	3,17,733	1,65,825	17,951	5,72,525	1st half	18
27,45,864	7,75,216	12,32,105	41,85,555	22,82,568	23,22,536	7,87,562	24,69,676	14,63,363	3,09,751	3,01,993	30,664	5,39,090	2nd ,,	
8,60,447	1,37,913	3,91,314	10,23,383	6,62,549	12,41,665	1,88,804	9,28,753	4,23,799	94,907	73,515	7,415	2,42,348	1st half	19
8,94,376	1,36,518	5,27,023	13,26,332	6,80,644	12,00,990	2,50,336	10,42,845	4,19,226	1,24,805	1,14,901	12,027	3,20,720	2nd ,,	
15,87,215	6,85,808	6,70,718	37,04,264	19,47,056	10,46,196	2,42,443	16,17,225	7,61,027	2,22,826	92,310	10,536	3,30,177	1st half	20
18,51,488	6,38,698	7,05,082	28,59,223	16,01,924	11,21,546	5,37,224	14,26,831	7,46,137	1,84,946	1,87,092	18,637	2,18,370	2nd ,,	
22,95,126	4,30,823	12,99,475	30,02,505	12,09,199	24,35,964	4,17,562	23,91,628	11,47,875	3,16,906	2,49,944	21,058	4,89,022	1st half	21
18,04,231	4,12,856	11,58,421	33,37,404	9,36,553	21,62,374	3,20,058	19,92,432	10,59,234	2,85,606	2,27,039	22,808	4,48,590	2nd ,,	
637,498	112,234	513,479	1,059,964	448,250	967,777	80,543	651,478	390,989	84,103	78,004	9,546	163,942	1st half	22
619,333	112,665	575,993	1,095,335	412,878	972,710	71,499	668,370	386,072	87,065	76,751	15,444	162,320	2nd ,,	
3·60	3·84	2·53	2·92	2·70	2·52	5·18	3·67	2·94	3·77	3·20	2·21	2·98	1st half	23
2·91	3·66	2·01	3·05	2·27	2·22	4·48	2·98	·74	3·28	2·96	1·48	2·76	2nd ,,	
1,848,746	357,059	259,476	990,293	867,268	683,221	107,948	742,478	525,154	122,192	54,106	4,892	216,627	1st half	24
1,598,739	338,360	209,837	809,256	767,469	671,828	109,109	663,290	380,297	128,476	57,509	10,321	194,915	2nd ,,	
5,854,396	1,539,651	403,372	3,697,785	2,512,047	2,947,271	181,781	3,218,212	1,370,972	716,017	220,614	18,445	1,288,832	1st half	25
4,365,080	1,523,662	382,449	3,367,184	1,881,663	2,456,853	180,865	2,880,335	1,273,479	500,819	218,631	24,078	1,141,282	2nd ,,	
...	(a)4,505,420	849,334	7,252,213	...	...	...	6,317,474	4,890,905	213,812	...	...	...	1st half	26
...	(a)4,393,269	774,473	8,073,807	...	...	...	3,076,786	4,765,714	215,588	...	...	...	2nd ,,	
137,916,166	(b)23,186,182	109,848,519	225,064,241	88,210,438	210,038,803	23,081,283	140,756,440	67,149,666	19,727,509	19,818,047	1,647,473	27,806,587	1st half	27
119,201,237	(b)22,687,202	98,195,126	258,105,795	65,553,952	184,296,910	17,687,816	124,256,010	68,007,476	16,751,133	18,107,167	1,795,380	25,598,834	2nd ,,	
165,619,308	29,588,312	111,360,701	237,004,532	91,598,753	213,662,295	24,174,222	151,034,604	73,936,691	20,780,436	20,092,767	1,670,814	29,272,046	1st half	28
125,165,056	28,942,493	99,561,885	270,356,042	68,203,084	187,425,591	17,977,790	130,876,421	68,426,906	17,596,010	18,383,307	1,829,699	26,935,031	2nd ,,	
1,753,433	365,049	379,080	2,887,973	757,036	475,311	109,151	377,070	458,240	128,047	202,259	14,103	174,149	1st half	29
1,619,531	263,638	332,904	2,304,814	675,090	430,566	120,631	518,476	427,803	114,926	132,966	12,192	153,814	2nd ,,	
11·02	13·33	21·25	13·45	11·37	11·76	15·50	13·59	13·57	26·51	18·00	18·00	11·04	1st half	30
11·44	14·88	21·61	13·16	11·29	11·66	15·04	14·36	13·84	27·54	18·00	18·00	11·16	2nd ,,	
4·61	4·53	10·22	5·57	4·80	5·48	7·33	6·67	6·31	8·43	6·00	6·00	5·45	1st half	31
5·10	4·65	10·12	6·17	5·23	5·90	7·66	6·62	6·53	11·14	6·00	6·00	5·46	2nd ,,	
...	(a)2·50	4·99	2·99	...	...	...	4·01	3·06	4·00	...	...	...	1st half	32
...	(a)2·50	5·03	2·99	...	...	...	3·47	3·03	4·00	...	...	...	2nd ,,	
2·10	(b)2·00	2·00	2·00	2·00	1·99	3·00	2·72	2·50	2·19	2·00	2·00	2·75	1st half	33
2·11	(b)2·00	2·00	2·00	2·00	2·00	3·00	2·59	2·56	2·22	2·00	2·00	2·25	2nd ,,	
2·28	2·37	2·10	2·14	2·16	2·07	3·09	2·91	2·69	2·56	2·09	2·09	2·93	1st half	34
2·33	2·37	2·10	2·11	2·19	2·08	3·12	2·76	2·67	2·69	2·10	2·14	2·93	2nd ,,	
35·51	41·42	41·91	30·36	44·76	53·69	47·08	51·77	47·52	59·15	29·94	38·96	47·54	1st half	35
33·63	40·92	41·08	30·28	44·77	57·61	44·43	40·45	47·53	66·13	37·83	37·59	47·71	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1898.

STANI

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link.)	XV. Eastern Bengal.	XVII. East Coast.	Lines worked [illegible] teed com XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC —*contd.*											
	Units and Unit-mileage—*concld.*											
	Average number of units in a train—											
36	1st class . *No.*	1st half	1·76	0·45	0·80	2·70	2·34	1·69	1·48	0·68	2·22	2·46
		2nd ,,	1·55	0·58	0·77	2·76	1·65	1·36	1·41	0·74	2·25	2·23
37	2nd ,, ,,	1st half	4·73	4·15	1·26	9·80	8·60	5·39	3·65	1·35	10·05	14·45
		2nd ,,	4·83	4·79	2·42	9·07	7·18	4·68	3·54	1·41	9·23	13·63
38	3rd or intermediate class ,,	1st half	15·12	8·06	2·33		11·55	13·11	18·85	0·75	(*a*)7·45	25·12
		2nd ,,	13·86	9·99	2·41	153·24	12·55	11·49	18·31	1·00	(*a*)9·54	26·36
39	4th or lowest ,, ,,	1st half	210·38	140·68	144·01	149·17	191·33	177·66	159·03	261·24	(*b*)81·38	143·91
		2nd ,,	193·75	158·83	121·82		180·44	178·96	138·68	179·98	(*b*)91·50	156·34
40	Total passenger units ,,	1st half	231·99	153·34	148·40	165·74	213·82	197·85	183·01	264·02	101·10	185·94
		2nd ,,	213·99	174·19	127·42	161·00	201·82	196·49	161·34	183·13	112·52	200·36
41	Other coaching traffic *Tons*	1st half	2·28	1·05	0·93	2·80	3·38	1·39	1·11	1·08	2·07	3·73
		2nd ,,	2·80	1·47	0·97	2·46	2·28	1·32	1·05	0·90	1·96	3·44
	Vehicles and Vehicle-mileage—											
	Number of coaching vehicles hauled one mile—											
42	1st class *Vehicle-miles*	1st half	4,175,997	128,134	443,041	848,593	2,657,033	(*c*)882,670	680,567	342,765	3,181,519	739,080
		2nd ,,	4,203,714	119,336	483,539	871,496	2,648,695	(*c*)913,108	608,924	312,728	3,307,917	789,834
43	2nd ,, , ,,	1st half	3,968,835	142,318	571,648	861,512	2,585,892	(*c*)826,691	663,560	336,353	4,254,859	1,166,376
		2nd ,,	3,999,521	135,988	595,801	886,196	2,669,298	(*c*)886,269	613,918	328,037	4,245,617	1,253,300
44	3rd or intermediate class ,,	1st half	3,677,818	208,229	460,985	(*a*)837,440	2,362,667	(*c*)1,434,047	1,121,460	140,644	(*a*)1,883,785	560,945
		2nd ,,	3,769,503	187,038	513,188	(*a*)790,451	2,567,597	(*c*)1,398,247	1,115,186	184,120	(*a*)1,838,355	715,832
45	4th or lowest ,, ,,	1st half	26,763,397	905,638	4,034,542	(*b*)2,417,335	16,036,904	(*c*)5,131,315	3,582,969	2,644,423	(*b*)10,043,500	3,926,210
		2nd ,,	26,474,837	904,508	3,617,491	(*b*)2,318,241	16,729,350	(*c*)5,349,459	3,725,843	2,106,597	(*b*)11,588,914	4,273,426
46	Other vehicles ,,	1st half	4,084,466	189,376	330,539	890,888	3,184,130	(*c*)626,500	975,726	620,883	2,658,723	1,261,235
		2nd ,,	4,165,633	201,047	292,103	877,993	3,162,020	(*c*)484,767	794,134	546,064	2,731,330	1,281,550
47	Brake-vans ,,	1st half	4,696,233	198,329	780,156	785,252	3,643,479	(*c*) 1,146,997	570,504	384,307	3,786,361	803,317
		2nd ,,	4,784,047	160,361	707,857	781,026	3,717,266	(*c*)1,170,702	542,727	408,023	3,944,138	880,232
48	Total . ,,	1st half	47,366,746	1,772,024	6,620,911	6,641,020	30,470,105	(*c*)10,048,220	7,593,886	4,489,375	25,808,747	8,457,163
		2nd ,,	47,397,255	1,708 278	6,269,979	6,535,403	31,494,226	(*c*)10,193,642	7,400,732	3,886,769	27,656,271	9,193,974
	Average number of vehicles in a coaching train—											
49	1st class . *No.*	1st half	1·58	1·00	1·12	2·02	1·45	(*c*)1·44	1·28	1·49	1·54	1·26
		2nd ,,	1·59	1·09	1·22	2·14	1·42	(*c*)1·46	1·18	1·29	1·56	1·23
50	2nd ,, , ,,	1st half	1·50	1·12	1·45	2·05	1·41	(*c*)1·35	1·25	1·46	2·06	2·00
		2nd ,,	1·51	1·24	1·51	2·18	1·43	(*c*)1·42	1·18	1·35	2·00	1·96
51	3rd or intermediate class ,,	1st half	1·39	1·63	1·17		1·29	(*c*)2·34	2·11	0·70	(*a*)0·91	0·96
		2nd ,,	1·42	1·71	1·30	7·76	1·38	(*c*)2·23	2·15	0·76	(*a*)0·86	1·12
52	4th or lowest ,, ,,	1st half	10·14	7·10	10·21	7·65	8·72	(*c*)8·38	6·73	11·48	(*b*)4·87	6·72
		2nd ,,	10·00	8·25	9·47		8·97	(*c*)8·53	7·18	8·60	(*b*)5·45	6·67
53	Other vehicles ,,	1st half	1·55	1·48	0·84	2·13	1·73	(*c*)1·82	1·84	2·76	1·29	2·16
		2nd ,,	1·57	1·83	0·74	2·16	1·70	(*c*)0·77	1·53	2·35	1·28	2·00
54	Brake-vans ,,	1st half	1·78	1·56	1·07	1·87	1·98	(*c*)1·87	1·07	1·67	1·84	1·37
		2nd ,,	1·81	1·46	1·05	1·92	1·99	(*c*)1·87	1·05	1·68	1·86	1·38
55	Total . ,,	1st half	17·94	13·89	16·76	15·83	16·58	(*c*)16·40	14·28	19·80	12·51	14·47
		2nd ,,	17·90	15·58	15·89	16·05	16·89	(*c*)16·25	14·27	15·99	13·01	14·36
	Average earnings per coaching vehicle per mile—											
56	1st class . *Pies*	1st half	16·65	4·35	9·97	13·69	16·03	12·78	15·02	8·85	15·34	18·76
		2nd ,,	15·17	5·20	8·17	13·62	12·51	10·56	15·46	8·99	15·56	17·78
57	2nd ,, , ,,	1st half	19·81	18·08	6·11	19·88	21·59	18·21	17·75	9·66	17·05	31·33
		2nd ,,	20·99	18·74	7·55	18·99	19·40	16·94	17·97	8·31	18·23	33·55
58	3rd or intermediate class ,,	1st half	35·55	17·56	5·66	(*a*)50·92	26·97	19·87	15·65	4·76	(*a*)24·46	78·38
		2nd ,,	32·10	17·34	5·21	(*a*)48·49	27·36	18·41	25·34	5·97	(*a*)33·08	75·95
59	4th or lowest ,, ,,	1st half	52·09	58·78	28·17	(*b*)52·68	49·35	50·56	58·58	49·23	(*b*)31·68	46·91
		2nd ,,	48·56	56·21	26·49	(*b*)52·53	45·27	50·78	47·74	51·99	(*b*)32·35	53·24
60	Other vehicles ,,	1st half	55·09	33·61	45·53	48·34	59·52	60·74	28·91	13·97	56·06	57·78
		2nd ,,	51·19	35·09	52·72	42·57	40·22	73·56	32·74	14·89	56·96	51·64

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1898.

GAUGE.	METRE GAUGE.													
GUARANTEED COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia Dhatla (2′ 6″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
2·90	3·18	0·50	0·94	1·94	0·71	1·34	2·14	1·34	1·45	0·69	0·51	1·32	1st half	36
2·58	3·00	0·36	0·74	1·86	0·69	1·53	0·99	0·99	1·47	0·56	0·67	1·20	2nd ,,	
9·19	13·72	0·79	3·49	5·60	3·05	2·26	4·94	3·51	8·53	2·83	1·93	7·62	1st half	37
7·05	13·53	0·66	3·07	4·56	2·52	2·33	4·31	3·30	5·75	2·85	1·56	7·03	2nd ,,	
...		1·65	6·34	...	...	...	9·70	12·51	2·54	...	...	...	1st half	38
...	246·73	1·34	7·37	...	...	...	4·69	12·34	2·48	...	...	...	2nd ,,	
247·71	240·36	213·93	212·33	196·81	217·02	297·78	216·05	171·74	234·56	254·06	172·58	469·61	1st half	39
192·47		170·48	235·04	158·77	189·47	247·38	185·91	160·61	192·40	235·92	116·25	157·71	2nd ,,	
259·80	263·63	216·87	223·60	204·35	220·78	301·38	231·83	189·10	247·08	257·58	175·02	178·55	1st half	40
202·10	250·89	172·84	246·82	165·19	192·68	251·44	195·81	177·24	202·10	239·52	118·48	165·94	2nd ,,	
2·75	2·72	0·74	2·72	1·69	0·49	1·36	0·58	1·22	1·52	2·59	1·48	1·06	1st half	41
2·01	2·38	0·58	2·10	1·64	0·44	1·69	0·78	1·11	1·32	1·73	0·79	0·95	2nd ,,	
946,416	289,025	1,001,185	1,685,910	677,203	1,110,191	162,853	1,195,440	603,206	178,455	93,763	9,938	333,488	1st half	42
914,285	287,119	959,977	1,683,498	625,992	1,030,200	146,538	1,245,821	596,671	176,561	94,741	12,420	310,418	2nd ,,	
1,111,167	262,400	787,785	1,573,563	729,085	1,685,156	155,556	1,672,796	580,261	144,335	91,453	9,294	418,427	1st half	43
1,046,242	298,105	773,917	1,576,720	671,490	1,547,979	139,573	1,669,589	588,975	135,336	90,462	13,465	406,541	2nd ,,	
...		456,385	803,946	...	...	...	863,624	1,065,135	122,934	...	...	...	1st half	44
...	1,373,361	482,458	1,044,017	...	...	...	874,209	1,084,553	107,138	...	...	...	2nd ,,	
6,381,153	1,362,146	8,648,603	13,858,999	5,841,369	13,843,402	1,603,140	9,299,849	4,740,979	1,593,275	1,163,084	110,552	1,842,727	1st half	45
5,676,066		8,459,047	15,717,343	4,983,874	13,748,843	1,390,935	9,413,161	4,646,205	1,513,806	1,158,571	123,023	1,895,524	2nd ,,	
890,299	291,513	265,688	1,453,061	604,461	1,600,650	286,546	874,301	757,583	109,369	91,914	6,413	137,178	1st half	46
798,990	320,979	257,746	1,394,864	535,642	1,498,804	220,353	959,151	759,286	99,695	73,208	6,964	122,107	2nd ,,	
...	244,468	919,915	3,066,892	822,396	149,440	139,308	920,227	468,854	157,346	220,288	18,619	482,303	1st half	47
...	226,316	1,085,640	3,112,262	754,470	58,393	120,022	993,760	467,678	171,605	221,276	32,204	431,843	2nd ,,	
9,332,035	2,460,767	12,109,562	22,532,371	8,674,414	18,388,839	2,347,401	14,826,237	8,216,018	2,305,714	1,660,502	154,816	3,214,123	1st half	48
8,435,583	2,494,065	12,018,785	24,528,704	7,571,468	17,884,719	2,017,421	15,155,688	8,143,368	2,224,140	1,638,228	188,076	3,166,433	2nd ,,	
1·49	2·58	1·95	1·59	1·51	1·15	2·02	1·83	1·54	2·12	1·20	1·04	2·93	1st half	49
1·48	2·53	1·67	1·54	1·51	1·06	2·05	1·86	1·55	2·03	1·23	0·80	1·91	2nd ,,	
1·74	2·34	1·53	1·49	1·63	1·74	1·93	2·57	1·48	1·72	1·17	0·97	2·55	1st half	50
1·69	2·64	1·34	1·44	1·63	1·59	1·95	2·50	1·52	1·78	1·18	0·87	2·51	2nd ,,	
...		0·89	0·84	...	...	...	1·33	2·72	1·46	...	...	...	1st half	51
...	12·24	0·84	0·95	...	...	...	1·31	2·81	1·23	...	...	...	2nd ,,	
10·01	12·09	16·84	13·08	13·03	14·30	19·90	14·28	12·13	18·95	14·91	11·58	11·24	1st half	52
9·16		14·69	14·35	12·07	14·14	19·45	14·08	12·03	17·39	15·10	7·97	11·68	2nd ,,	
1·40	2·59	0·52	1·37	1·35	1·65	3·56	1·34	1·94	2·30	1·18	0·67	0·84	1st half	53
1·29	2·85	0·45	1·27	1·30	1·54	3·08	1·44	1·97	1·15	0·95	0·45	0·75	2nd ,,	
...	2·18	1·85	2·89	1·83	0·16	1·73	1·41	1·20	1·89	2·82	1·95	2·94	1st half	54
...	2·00	1·88	2·84	1·83	0·06	1·68	1·49	1·21	1·97	2·88	2·09	2·66	2nd ,,	
14·64	21·93	23·58	21·26	19·35	19·00	29·14	22·76	21·01	27·42	21·28	16·21	19·60	1st half	55
13·62	22·51	20·87	22·39	18·34	18·39	28·21	22·68	21·09	25·55	21·34	12·18	19·51	2nd ,,	
21·52	18·94	5·51	7·90	14·56	7·24	10·28	8·44	11·81	18·15	10·39	8·86	7·17	1st half	56
20·01	16·27	4·72	6·33	13·84	7·60	11·20	7·65	8·82	20·05	10·93	14·96	7·01	2nd ,,	
24·31	26·57	5·23	13·10	16·52	9·59	9·04	12·84	14·90	41·86	14·47	11·91	16·28	1st half	57
21·30	23·78	5·00	13·17	14·65	9·36	9·93	11·41	14·12	35·82	14·50	10·73	15·33	2nd ,,	
...		9·28	24·25	...	...	...	29·40	14·05	6·96	...	...	...	1st half	58
...	41·97	8·07	23·09	...	...	...	12·22	13·31	8·06	...	...	...	2nd ,,	
51·85	41·37	25·41	34·50	30·19	30·19	44·88	41·15	35·41	27·07	34·08	29·80	41·50	1st half	59
44·29		23·22	32·80	26·30	26·77	38·15	34·24	33·36	24·62	31·26	29·19	37·14	2nd ,,	
69·93	43·34	59·79	60·35	56·06	15·94	17·93	22·33	28·48	69·25	65·88	85·68	60·35	1st half	60
68·17	33·61	53·06	50·04	56·42	16·53	24·33	21·87	26·78	76·24	68·71	65·81	59·99	2nd ,,	

APPENDIX

STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1898.

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand including Cawnpore Burhwal (metre gauge link.)	XV. Eastern Bengal.	XVII. East Coast.	Lines worked by Tend com XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE—*concld.*											
	Carrying capacity hauled one mile (excluding brakes)—											
61	1st class . . . *Seats*	1st half	58,282,026	2,214,072	6,105,368	12,899,337	38,027,011	(c) 18,417,542	9,507,122	3,355,888	45,570,327	16,044,674
		2nd ,,	59,632,734	2,289,616	6,688,989	13,314,879	37,498,125	(c) 19,053,943	13,700,706	3,092,736	47,766,852	17,145,598
62	2nd ,, ... ,,	1st half	93,225,554	3,281,852	9,643,573	18,133,962	50,320,413	(c) 22,155,471	15,361,880	4,932,639	114,740,938	51,495,501
		2nd ,,	92,189,853	3,273,240	9,995,416	(d) 18,625,794	51,297,666	(c) 23,668,848	16,414,796	4,928,139	115,546,508	55,734,251
63	3rd or intermediate class ,,	1st half	195,273,277	11,774,292	17,246,319	47,316,927	81,008,718	(c) 52,989,334	60,558,840	2,843,544	(a) 94,189,250	36,451,356
		2nd ,,	200,335,928	10,186,253	19,458,280	(a) 47,422,614	87,423,942	(c) 51,976,749	57,139,811	3,259,102	91,917,750	47,231,040
64	4th or lowest ,, ,,	1st half	1,548,446,907	59,602,220	195,816,685	(b) 139,556,286	851,892,800	281,208,104	214,924,140	143,916,312	(b) 502,175,000	223,942,906
		2nd ,,	1,533,952,733	49,903,830	175,321,655	(b) 131,731,905	891,139,347	(c) 291,115,859	217,800,177	114,003,420	(b) 579,445,700	243,333,229
65	Other vehicles . . *Tons*	1st half	49,285,107	2,122,506	2,152,996	3,775,096	29,654,314	(c) 13,340,696	9,991,434	3,393,245	14,383,343	6,869,954
		2nd ,,	42,788,778	2,944,623	1,545,292	3,902,983	34,120,049	(c) 12,511,105	7,404,660	2,928,224	14,920,584	6,382,118
	Percentage of freight upon capacity hauled—											
66	1st class . . *Per cent.*	1st half	7·99	2·61	5·15	8·79	11·32	5·66	8·28	4·66	10·05	8·97
		2nd ,,	6·88	2·77	4·54	8·42	8·20	4·65	5·34	5·80	9·99	8·31
67	2nd ,, . . . ,,	1st half	13·39	16·14	5·15	22·67	31·43	15·14	12·64	6·32	18·07	16·41
		2nd ,,	13·87	16·07	9·57	19·80	26·09	12·86	11·17	6·95	16·99	15·67
68	3rd or intermediate class ,,	1st half	20·44	8·73	5·33	(a) 30·27	26·22	16·05	16·55	6·04	(a) 16·31	40·27
		2nd ,,	18·32	10·76	4·88	(a) 27·15	26·78	14·89	16·44	7·49	(a) 22·06	38·46
69	4th or lowest ,, ,,	1st half	35·87	35·46	29·05	(b) 35·78	41·29	39·03	39·36	41·22	(b) 33·43	37·54
		2nd ,,	33·44	34·91	27·41	(b) 36·25	37·77	39·05	32·88	38 38	(b) 33·57	41·14
70	Other vehicles . . ,,	1st half	18·20	6·32	17·12	31·15	21·37	6·68	5·92	7·33	29·88	3
		2nd ,,	17·32	5·49	24·85	25·62	12·44	7·46	7·35	7·44	27·87	34
	WEIGHT OF TRAIN AND TON-MILEAGE—											
	Gross ton-mileage of all coaching trains—											
71	Freight . . . *Ton-miles*	1st half	44,512,675	1,321,040	3,907,874	5,477,239	30,283,700	8,825,318	6,502,498	3,908,495	17,388,074	8,939,616
		2nd ,,	41,823,654	1,320,946	3,431,120	5,045,803	27,222,528	9,097,012	5,630,546	2,903,539	19,023,359	10,138,717
72	Dead weight . . ,,	1st half	622,134,182	24,689,302	98,559,410	96,132,508	428,187,917	152,472,989	110,886,986	66,920,466	421,252,420	127,265,924
		2nd ,,	626,355,358	21,773,551	95,189,003	94,247,204	440,315,826	157,115,813	108,722,720	61,061,720	446,165,756	139,270,804
73	Total . . . ,,	1st half	666,646,857	26,010,342	102,467,284	101,604,747	458,471,617	161,298,307	117,389,484	70,828,961	438,640,494	136,205,540
		2nd ,,	668,179,012	23,094,497	98,620,123	99,293,007	467,538,354	166,212,825	114,353,266	63,965,250	465,259,115	149,409,521
	Average weight of a coaching train—											
74	Freight . . . *Tons*	1st half	16·86	10·35	9·89	13·05	16·47	13·44	12·22	16·98	8·43	15·30
		2nd ,,	15·80	12·05	8·70	12·41	14·59	13·31	·6	11·94	8·98	15·83
75	Dead weight . . ,,	1st half	235·67	193·55	249·55	229·24	232·92	232·12	208·45	290·66	204·20	217·76
		2nd ,,	236·58	198·53	241·30	231·82	236·07	229·82	209·63	251·14	209·87	217·40
76	Total . . . ,,	1st half	252·53	203·90	259·44	242·29	249·39	245·56	220·67	307·64	212·63	233·06
		2nd ,,	252·38	210·58	250·00	244·23	250·66	243·13	220·49	263·08	218·85	233·32
	COST OF WORKING AND PROFIT—											
77	Average cost of hauling a coaching train one mile . *R*	1st half	0·89	1·47	1·12	1·22	1·12	1·19	1·32	1·84	1·36	1·56
		2nd ,,	0·96	1·36	1·52	1·65	1·38	1·41	1·10	2·08	1·65	1·71
78	Average cost of hauling a coaching vehicle with its load one mile . . . *Pies*	1st half	10·53	22·92	14·50	16·71	14·76	15·44	19·19	19·84	24·50	22·89
		2nd ,,	11·46	18·56	20·88	22·44	17·76	18·92	15·98	27·93	28·37	25·29
	Average cost of hauling a coaching unit one mile—											
79	Per passenger unit . *Pies*	1st half	0·67	1·66	1·37	1·21	0·89	1·09	1·18	1·18	2·24	1·38
		2nd ,,	0·79	1·33	2·16	1·69	1·17	1·31	1·13	1·89	2·45	1·42
80	Other traffic per ton . . ,,	1st half	5·47	26·31	12·54	11·94	7·46	9·79	33·09	39·09	16·78	11·65
		2nd ,,	5·89	20·70	15·79	18·21	12·54	9·67	27·01	38·87	20·59	12·91
81	Average profit on working a coaching train one mile *R*	1st half	2·85	1·24	0·72	1·78	2·12	1·90	1·52	1·45	0·24	1·57
		2nd ,,	2·52	1·69	0·16	1·25	1·52	1·61	1·44	0·58	0·11	1·58
	Average profit on working a coaching vehicle one mile—											
82	1st class . . . *Pies*	1st half	6·10	—18·57	—4·53	—3·02	1·27	—2·66	—4·17	—11·29	—9·16	—4·73
		2nd ,,	3·71	—13·36	—12·71	8·82	—5·25	—8·16	—0·52	—18·94	—12·81	—7·51
83	2nd ,, ... ,,	1st half	9·26	—4·84	—8·39	3·17	6·83	2·77	—1·44	—10·84	—7·45	8·44
		2nd ,,	9·53	0·18	—13·33	3·45	1·64	—1·78	1·99	—19·62	—10·14	8·26
84	3rd or intermediate class ,,	1st half	25·00	—5·36	—8·84	34·21	12·21	4·43	—3·54	—15·08	—0·04	55·49
		2nd ,,	20·64	—1·22	—15·67	(a) 26·05	9·60	—0·31	9·36	—21·96	(a) 4·71	50·66
85	4th or lowest ,, ,,	1st half	41·54	35·86	13·67	33·97	34·59	35·12	39·39	29·39	7·18	24·02
		2nd ,,	37·10	37·65	5·61	(b) 30·09	27·51	32·06	31·76	24·06	(b) 3·88	27·95
86	Other vehicles . . ,,	1st half	44·54	10·69	31·03	31·63	44·76	45·30	9·72	—5·87	31·56	34·89
		2nd ,,	39·73	16·53	31·84	20·13	22·46	54·84	16·76	—13·13	28·59	26·35

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.												
ARAN-PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.*			1898.	Progressive number.
XXI.	XXXIII.	XL.	XLII.	XLIV.	XLVII.	XLIX.	XL.	LI.	LVII.	LXXI.		LXXIII.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dhaulla (2′ 6″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpur-Bikaner. Jodhpur section.	Jodhpur-Bikaner. Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
10,223,194	3,713,664	11,714,854	17,668,337	5,458,125	9,641,747	2,676,447	10,071,976	7,188,768	2,141,466	1,095,692	116,646	3,571,177	1st half	61
10,016,447	3,701,037	11,587,775	17,643,059	5,049,022	8,993,622	1,344,764	11,024,780	6,560,628	2,118,732	1,102,140	143,441	3,327,358	2nd ,,	
22,416,421	4,477,830	11,786,688	19,638,066	9,026,413	20,402,070	2,618,071	23,258,820	6,963,126	1,732,014	1,097,430	117,702	5,644,848	1st half	62
20,910,676	5,110,281	11,402,877	19,677,465	8,320,324	18,839,088	2,132,824	23,720,289	6,976,122	1,864,020	1,085,544	146,078	5,230,958	2nd ,,	
...	*	10,145,048	22,384,408	...	...	...	19,669,136	18,858,244	2,223,744	...	...	...	1st half	63
...	82,672,042	10,669,774	26,142,186	...	...	...	19,877,916	19,200,991	1,868,440	...	...	...	2nd ,,	
325,527,961	82,088,781	242,391,745	439,807,901	183,617,808	422,542,645	59,100,742	266,626,968	150,200,785	49,058,205	36,467,628	3,384,406	55,887,554	1st half	64
289,422,605		244,551,243	501,377,294	156,878,195	412,320,891	50,046,346	269,897,412	143,376,819	46,866,098	36,936,548	3,919,826	55,631,506	2nd ,,	
3,634,029	2,900,096	699,508	9,241,469	1,686,446	3,930,598	573,914	4,078,980	3,349,113	500,620	633,692	101,256	480,123	1st half	65
3,309,885	3,476,852	704,493	8,871,334	1,494,441	3,029,484	758,703	4,501,178	3,259,478	457,620	511,136	61,824	489,649	2nd ,,	
18·08	9·61	2·21	5·60	15·89	7·09	4·03	7·37	7·31	5·71	4·94	4·19	6·07	1st half	66
15·96	9·14	1·81	4·59	15·20	7·47	8·11	6·02	5·80	6·06	5·22	7·20	5·86	2nd ,,	
26·12	34·33	3·42	18·83	27·83	14·45	6·94	13·84	19·69	41·39	20·10	15·67	22·12	1st half	67
20·87	29·82	3·35	17·11	22·62	13·04	8·48	12·14	18·25	26·87	20·14	16·48	21·82	2nd ,,	
...		8·37	32·40	...	...	...	32·22	25·94	9·61	...	...	...	1st half	68
...	33·50	7·26	30·88	...	...	...	15·48	24·82	11·54	...	...	...	2nd ,,	
48·51	32·99	45·32	51·17	48·05	49·71	40·58	52·79	44·71	40·21	54·34	48·68	49·75	1st half	69
41·19		40·15	51·48	41·79	44·70	35·34	46·04	43·25	35·74	49·02	45·80	46·02	2nd ,,	
48·25	10·52	54·19	31·23	44·89	12·09	19·02	9·24	13·68	25·58	31·92	13·93	36·27	1st half	70
48·93	7·58	47·25	25·98	45·17	14·21	15·90	11·52	13·12	25·11	26·01	19·72	31·35	2nd ,,	
11,881,628	2,125,423	7,079,169	17,221,814	6,337,893	13,381,323	1,573,558	9,533,210	4,942,867	1,394,096	1,414,402	114,916	1,964,114	1st half	71
9,280,681	2,044,195	6,322,660	18,625,891	4,835,607	11,752,112	1,207,280	8,455,190	4,574,099	1,185,842	1,242,637	122,868	1,800,237	2nd ,,	
122,550,306	31,733,545	76,779,968	143,315,087	66,433,965	134,231,312	20,441,975	100,602,999	51,701,722	14,380,845	12,561,997	1,272,998	22,169,883	1st half	72
113,909,193	31,570,815	80,332,121	158,505,530	58,969,231	131,954,705	17,517,621	102,900,283	51,588,326	14,109,660	12,484,143	1,729,051	21,423,215	2nd ,,	
134,431,934	33,858,968	83,859,137	160,536,901	72,771,858	147,612,635	12,015,533	110,136,209	56,644,589	15,774,941	13,976,399	1,387,914	24,133,997	1st half	73
123,189,877	33,615,010	86,654,781	177,131,421	63,804,838	143,706,817	18,774,901	111,355,473	56,162,425	15,295,502	13,736,780	1,851,919	23,223,452	2nd ,,	
18·64	18·04	13·79	16·25	14·14	13·83	19·54	14·63	12·64	16·58	18·13	12·04	11·98	1st half	74
14·99	18·14	10·98	17·00	11·71	12·08	16·89	12·65	11·85	13·62	16·19	7·96	11·09	2nd ,,	
192·23	282·74	149·53	135·21	148·21	138·70	253·80	134·42	132·24	170·99	161·04	133·35	135·23	1st half	75
183·92	280·22	139·47	144·71	142·83	135·66	245·00	153·96	133·62	162·06	162·66	111·96	131·98	2nd ,,	
210·87	301·68	163·32	151·46	162·38	152·53	273·34	169·05	144·88	187·57	170·17	145·39	147·21	1st half	76
198·91	298·36	150·45	161·71	154·54	147·74	261·89	166·61	145·47	175·68	178·85	119·92	143·07	2nd ,,	
1·35	1·41	0·76	0·97	1·48	1·28	2·34	1·43	1·08	1·13	0·94	0·78	1·48	1st half	77
1·44	1·21	0·91	1·21	1·65	1·23	3·50	1·56	1·09	1·43	1·50	0·78	1·98	2nd ,,	
17·79	13·68	6·73	10·99	16·20	13·07	16·42	12·82	10·50	8·48	9·80	10·45	17·03	1st half	78
20·35	11·56	9·26	11·89	19·17	12·94	25·33	14·14	10·49	11·07	15·57	14·81	22·52	2nd ,,	
0·90	0·90	0·66	0·76	1·28	1·02	1·31	1·41	0·96	0·82	0·65	0·80	1·50	1st half	79
1·24	0·80	0·99	0·87	1·76	1·13	2·34	1·43	1·04	1·28	1·13	1·26	2·17	2nd ,,	
8·99	11·65	5·42	6·01	13·05	43·64	40·86	28·14	21·94	8·48	5·32	5·98	14·52	1st half	80
10·41	12·10	7·83	8·19	15·53	44·93	40·95	25·74	22·12	11·86	10·07	9·86	20·38	2nd ,,	
2·23	2·43	1·77	1·95	1·22	1·24	2·84	2·24	1·86	2·64	2·26	1·43	1·50	1st half	81
1·47	2·45	1·10	1·84	0·62	0·99	0·98	1·42	1·65	1·85	1·46	0·70	0·78	2nd ,,	
3·82	5·26	—1·82	—2·19	—1·64	—5·83	—6·14	—4·38	1·31	9·67	0·50	—1·59	—9·86	1st half	82
—0·35	4·71	—4·54	—5·50	—5·33	—5·34	—14·13	—6·49	—1·07	8·38	—4·64	0·15	—15·51	2nd ,,	
6·61	12·89	—1·50	—3·01	0·32	—3·48	—7·38	0·02	4·40	33·38	4·67	1·46	0·75	1st half	83
0·94	12·22	—4·26	1·28	—4·52	—3·58	—15·40	—2·73	3·63	24·15	—1·07	—4·08	—7·19	2nd ,,	
...	28·29	2·55	14·16	...	...	...	16·58	3·55	—1·52	...	...	...	1st half	84
...	29·82	—1·19	11·20	...	...	...	—1·92	2·82	—3·61	...	...	...	2nd ,,	
34·15		18·68	22·41	13·99	17·12	28·46	28·33	24·91	18·59	24·28	19·35	24·47	1st half	85
23·93		13·96	20·91	7·13	13·83	12·82	20·10	22·87	12·95	15·69	14·38	14·62	2nd ,,	
52·23	29·66	53·06	50·26	39·86	2·87	1·51	9·51	17·98	60·27	56·08	75·23	43·32	1st half	86
47·81	22·05	43·80	38·15	37·25	3·61	—1·00	7·73	16·29	65·57	53·14	51·00	37·47	2nd ,,	

STATISTICS OF

Half-years ended the 30th June and the 31st December 1898.

STANDA

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XV. Eastern Bengal.	XVII. EastCoast.	Lines worked by COMPA XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system
	COACHING TRAFFIC—*concld.*											
	COST OF WORKING AND PROFIT—*concld.*											
	Average profit on working a coaching unit one mile—											
87	Per passenger unit *Pies.*	1st half	2·06	1·41	0·75	1·65	1·54	1·60	1·51	1·07	0·09	1·18
		2nd „	1·95	1·67	—0·03	1·19	1·26	1·36	1·38	0·72	—0·09	1·21
88	Other traffic per ton „	1st half	25·22	21·02	28·28	24·74	23·06	33·41	14·63	—4·23	18·07	21·58
		2nd „	22·89	22·95	24·32	19·16	17·41	29·93	20·79	—21·79	16·83	17·36
	GOODS TRAFFIC.											
	GROSS RECEIPTS AND TRAIN MILEAGE—											
89	Receipts from goods traffic . . *£*	1st half	2,21,26,271	107,944	30,17,323	24,18,922	1,47,74,531	28,63,539	21,09,643	7,57,243	1,64,21,957	81,04,346
		2nd „	1,94,75,619	145,926	17,87,174	17,75,257	98,71,315	20,85,947	33,15,736	4,19,169	1,10,39,654	47,76,033
90	Goods train-miles run *No.*	1st half	4,488,443	56,631	658,403	612,962	3,248,290	792,765	404,627	275,302	3,092,670	906,865
		2nd „	4,186,338	83,485	503,071	460,900	2,414,087	740,778	504,764	185,336	2,167,979	618,379
91	Average goods receipts per train-mile *£*	1st half	4·93	1·91	4·58	3·95	4·55	3·61	5·21	2·75	5·31	8·04
		2nd „	4·65	1·75	3·55	3·85	4·09	2·93	6·57	2·26	5·09	7·72
	UNITS AND UNIT-MILEAGE—											
92	Tons of goods carried one mile *Tons miles*	1st half	911,810,610	3,302,520	90,090,861	81,621,748	557,815,424	95,535,943	57,122,000	35,575,210	440,343,287	207,155,325
		2nd „	817,434,689	4,636,555	57,906,921	50,990,793	348,008,168	70,983,793	73,424,212	15,895,806	305,015,820	121,354,636
93	Average sum received for carrying a ton one mile *Pies*	1st half	4·66	6·28	6·43	5·69	5·09	5·75	7·09	4·09	7·16	7·51
		2nd „	4·57	6·04	5·93	6·68	5·45	5·64	8·67	5·06	6·95	7·36
94	Average number of tons in a train *Tons*	1st half	203·15	38·32	136·83	153·16	171·73	120·51	141·17	129·22	142·38	228·43
		2nd „	195·26	55·54	115·11	110·63	144·16	99·87	145·46	185·77	140·69	196·25
	VEHICLES AND VEHICLE-MILEAGE—											
	Number of goods vehicles hauled one mile—											
95	Loaded . *Vehicle-miles*	1st half	92,034,566	463,865	10,011,675	10,288,357	62,076,370	(*a*) 13,459,208	8,247,672	3,271,332	48,528,258	25,145,913
		2nd „	82,111,916	914,030	6,777,012	7,273,291	47,204,546	(*a*) 11,099,925	11,359,956	1,764,403	36,606,928	16,728,650
96	Empty . „	1st half	36,431,427	269,856	3,459,304	6,194,377	28,847,796	(*a*) 5,436,671	2,616,661	1,653,329	23,954,069	8,890,825
		2nd „	32,283,035	506,736	3,185,784	4,018,837	19,129,228	(*a*) 4,733,297	5,003,740	761,319	14,290,620	5,428,716
97	Brake-vans „	1st half	4,040,023	117,834	1,245,847	1,113,240	3,847,145	(*a*) 1,019,274	418,377	402,606	5,812,503	862,306
		2nd „	4,767,963	115,345	889,855	841,693	3,028,364	(*a*) 960,126	542,726	278,743	4,965,562	495,268
98	Total . „	1st half	132,506,016	851,555	16,716,826	17,595,974	94,771,311	(*a*) 19,915,153	11,282,710	5,327,267	78,305,730	34,899,044
		2nd „	119,162,914	1,536,111	10,852,651	12,103,801	69,412,138	(*a*) 16,793,848	16,906,422	2,804,435	54,963,050	22,652,634
	Average number of vehicles in a goods train—											
99	Freight vehicles . *No.*	1st half	28·62	12·96	23·48	26·89	27·99	(*a*) 25·43	26·85	17·89	23·44	37·53
		2nd „	27·33	17·02	19·80	24·50	27·48	(*a*) 23·34	32·42	13·63	23·48	35·83
100	Brake-vans . . „	1st half	0·90	2·08	1·89	1·82	1·18	(*a*) 1·37	1·03	1·46	1·88	0·90
		2nd „	1·14	1·38	1·77	1·76	1·28	(*a*) 1·42	1·07	1·50	1·87	0·96
101	Total . . . „	1st half	29·52	15·04	25·37	28·71	29·17	(*a*) 26·80	27·88	19·35	25·32	38·43
		2nd „	28·47	18·40	21·57	26·26	28·76	(*a*) 24·76	33·49	15·13	25·35	36·79
102	Average earnings per goods vehicle per mile (excluding brakes) . . *Pies*	1st half	33·07	28·25	37·45	28·18	31·20	(*a*) 26·34	37·29	20·52	43·49	45·72
		2nd „	32·69	19·72	34·44	30·18	28·57	(*a*) 23·73	38·90	31·86	41·64	41·39
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,736,629,300	8,995,419	214,780,577	196,762,835	1,141,109,050	(*a*) 202,719,477	121,996,445	77,699,737	842,916,802	408,746,435
		2nd „	1,558,070,459	21,169,413	139,164,168	135,556,607	840,231,010	(*a*) 171,525,611	185,419,126	40,011,552	637,597,249	266,326,500
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	52·50	36·71	41·95	41·48	48·88	44·50	46·82	45·79	52·24	50·68
		2nd „	52·46	21·90	41·61	37·62	41·42	39·88	39·60	39·73	47·84	45·57
105	Average load of a goods vehicle (including both loaded and empty) . . *Tons*	1st half	7·10	4·50	5·82	4·95	6·14	4·69	5·26	7·22	6·07	6·09
		2nd „	7·15	3·26	5·81	4·52	5·25	4·27	4·49	6·29	5·99	5·48
106	Average load of a loaded goods vehicle . „	1st half	9·91	7·12	9·00	7·93	8·99	6·61	6·93	10·87	9·07	8·24
		2nd „	9·96	5·07	8·54	7·01	7·37	6·08	6·46	9·01	8·33	7·25
	WEIGHT OF TRAIN AND TON-MILEAGE—											
	Gross ton-mileage of all goods trains—											
107	Freight . . . *Tons*	1st half	911,810,610	3,302,520	90,090,861	81,621,748	557,815,424	95,535,943	57,122,000	35,575,210	440,343,287	207,155,325
		2nd „	817,434,689	4,636,555	57,906,921	50,990,793	348,008,168	70,983,773	73,424,212	15,895,806	305,015,820	121,354,636
108	Dead-weight . . . „	1st half	1,099,189,089	9,583,736	183,464,413	169,323,869	881,232,391	176,129,656	104,953,898	64,179,346	742,958,867	273,049,234
		2nd „	1,002,125,502	16,366,620	126,670,496	119,874,653	652,757,552	149,782,929	153,922,776	38,356,367	513,282,381	176,721,283
109	Total . . . . „	1st half	2,010,999,699	12,886,256	273,555,274	250,945,617	1,439,047,815	271,665,599	162,075,898	99,754,556	1,162,402,154	480,204,559
		2nd „	1,819,560,191	21,003,175	184,577,417	170,865,446	1,000,765,720	220,765,722	226,446,988	54,252,173	820,298,201	298,075,939

(*a*) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.												
ANTEED ES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI.	XXXIII.	XL.	XLII.	XLIV.	XLVII.	XLIX.	L.	LI.	LVII.	LXXI. Jodhpur-Bikaner.		LXXIII.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dharla (2′ 0″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpur section.	Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
1′38	1′47	1′44	1′38	0′88	1′05	1′78	1′80	1′73	1′74	1′44	1′29	1′43	1st half	87
1′09	1′57	1′11	1′24	0′43	0′95	0′78	1′33	1′63	1′41	0′97	0′94	0′76	2nd ,,	
26′52	29′77	36′49	24′32	31′71	10′05	6′22	23′63	25′58	50′67	24′62	32′98	33′02	1st half	88
23′22	28′82	33′25	22′09	29′24	12′68	3′48	14′71	25′41	54′27	27′76	27′73	27′33	2nd ,,	
33,55,223	16,81,315	18,95,032	86,64,399	28,22,775	18,76,382	2,38,344	26,61,544	15,56,920	4,46,960	3,11,744	33,078	7,24,565	1st half	89
32,97,038	14,63,912	13,54,133	60,32,865	20,62,707	20,23,553	2,97,395	17,91,148	17,38,074	2,80,641	4,10,049	49,286	2,79,509	2nd ,,	
660,076	354,480	636,887	2,240,065	1,082,360	739,332	121,167	873,855	506,250	265,517	86,115	13,053	173,899	1st half	90
683,639	369,072	548,683	1,496,304	764,793	809,469	190,190	761,203	471,281	130,136	111,512	19,616	90,328	2nd ,,	
5′08	4′74	2′98	3′87	2′61	2′54	1′97	3′05	3′08	2′17	3′62	2′53	4′15	1st half	91
4′82	3′97	2′47	4′03	2′70	2′50	1′56	2′35	3′69	2′16	3′68	2′51	3′09	2nd ,,	
76,779,967	58,737,543	64,806,654	258,261,137	85,264,662	42,345,247	10,997,608	70,424,444	35,160,861	12,688,102	6,442,981	608,047	11,224,620	1st half	92
76,263,975	68,669,753	47,635,386	167,396,886	59,736,059	44,757,359	12,086,901	51,839,463	33,758,584	7,426,135	8,186,561	964,993	4,949,106	2nd ,,	
8′39	5′50	5′61	6′44	6′36	8′51	4′16	7′26	8′50	6′76	9′29	10′44	12′34	1st half	93
8′30	4′79	5′46	6′92	6′63	8′68	4′72	6′63	9′89	7′26	9′62	9′81	10′84	2nd ,,	
116′32	165′70	101′76	115′29	78′78	57′28	90′76	80′59	69′45	61′74	74′82	46′58	64′53	1st half	94
111′56	158′97	86′82	111′87	76′11	55′29	63′55	68′10	71′63	57′06	73′41	49′19	54′79	2nd ,,	
12,275,055	4,940,835	11,537,085	48,331,083	18,310,817	10,629,310	1,659,229	17,338,344	10,579,305	2,716,152	1,330,381	126,666	3,307,460	1st half	95
12,402,379	5,640,052	9,335,015	34,285,371	13,476,473	11,303,751	2,889,268	13,967,168	10,165,373	1,822,365	1,629,381	172,547	1,476,596	2nd ,,	
3,551,607	3,345,898	3,785,679	18,360,217	5,165,085	3,309,504	1,022,604	7,591,381	3,013,152	1,748,558	778,435	109,386	1,103,485	1st half	96
4,313,221	3,969,617	3,597,656	8,199,672	2,963,940	3,850,000	1,911,753	6,111,177	3,127,778	876,440	1,061,134	139,782	707,880	2nd ,,	
2,705,887	708,960	851,776	1,879,775	1,376,113	464,623	220,149	1,325,167	554,730	325,041	20,809	2,397	94,922	1st half	97
2,728,410	732,211	753,766	1,171,043	973,942	502,589	298,085	1,136,595	515,432	223,176	36,586	3,959	36,387	2nd ,,	
18,532,549	8,995,693	16,174,540	68,571,073	24,852,015	14,403,437	2,901,982	26,254,892	14,147,187	4,789,751	2,129,625	238,449	4,505,867	1st half	98
19,444,010	10,341,880	13,686,437	43,656,086	17,414,355	15,656,340	5,099,106	21,214,940	13,808,583	2,921,981	2,727,101	315,388	2,220,863	2nd ,,	
23′98	23′38	24′06	29′77	21′69	18′85	22′13	28′53	26′85	21′73	24′49	18′08	25′36	1st half	99
24′45	26′03	23′57	28′40	21′50	18′72	25′24	26′38	28′21	20′74	24′13	15′92	24′19	2nd ,,	
4′10	2′00	1′34	0′84	1′27	0′63	1′82	1′51	1′09	1′58	0′24	0′18	0′55	1st half	100
3′99	1′98	1′37	0′78	1′27	0′62	1′57	1′49	1′09	1′71	0′33	0′16	0′40	2nd ,,	
28′08	25′38	25′40	30′61	22′96	19′48	23′95	30′04	27′94	23′31	24′73	18′26	25′91	1st half	101
28′44	28′01	24′94	29′18	22′77	19′34	26′81	27′87	29′30	22′45	24′46	16′08	24′59	2nd ,,	
40′70	38′96	23′75	24′94	23′09	25′85	17′06	20′50	21′99	19′22	28′38	26′90	31′41	1st half	102
37′87	29′25	20′10	27′26	24′09	25′64	11′89	17′13	25′10	19′97	29′26	30′30	24′57	2nd ,,	
187,403,167	101,787,330	122,920,787	482,704,916	157,175,206	83,149,392	23,249,689	152,742,584	79,530,037	34,716,118	13,972,659	1,554,194	23,767,976	1st half	103
198,296,595	117,757,369	104,411,707	304,991,323	109,937,305	90,424,385	37,020,731	123,161,499	81,611,142	21,613,771	18,103,086	2,101,573	12,974,229	2nd ,,	
40′97	57′71	32′72	53′50	54′25	50′93	47′30	46′11	44′21	33′35	46′11	39′12	47′23	1st half	104
38′46	49′82	45′62	54′89	54′34	49′50	32′64	42′09	41′37	34′36	45′22	45′92	38′15	2nd ,,	
4′85	7′09	4′23	3′87	3′63	3′04	4′10	2′82	2′59	2′84	3′06	2′58	2′54	1st half	105
4′56	6′11	3′68	3′94	3′63	2′95	2′52	2′58	2′54	2′75	3′04	3′09	2′27	2nd ,,	
6′25	11′89	5′62	5′34	4′66	3′98	6′63	4′06	3′32	4′67	4′84	4′80	3′39	1st half	106
6′15	10′40	5′10	4′88	4′43	3′96	4′18	3′71	3′32	4′07	5′02	5′59	3′35	2nd ,,	
76,779,967	58,737,543	64,806,654	258,261,137	85,264,662	42,345,247	10,997,608	70,424,444	35,160,861	12,688,102	6,442,981	608,047	11,224,620	1st half	107
76,263,975	68,669,753	47,635,386	167,396,886	59,736,059	44,757,359	12,086,901	51,839,463	33,758,584	7,426,135	8,186,561	964,993	4,949,106	2nd ,,	
171,198,641	88,309,760	78,928,884	322,822,217	128,592,393	82,029,561	17,272,590	121,354,244	66,557,464	24,348,983	11,106,778	1,364,065	21,655,679	1st half	108
178,756,943	98,597,280	68,296,164	214,452,032	90,431,189	89,443,507	28,096,990	100,518,267	66,199,277	15,239,880	14,164,688	1,904,674	10,863,122	2nd ,,	
247,978,608	147,047,303	143,735,538	581,083,354	213,857,055	124,374,808	28,270,198	191,778,688	101,718,325	37,037,085	17,549,759	1,972,112	32,880,299	1st half	109
255,020,918	157,267,033	115,931,550	381,848,918	150,167,248	134,200,866	40,183,891	152,357,730	99,957,861	22,666,015	22,351,249	2,869,667	15,812,228	2nd ,,	

STATISTICS OF

Half-years ended the 30th June and the 31st December 1898.

STAND

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including Cawnpore Burhwal (metre gauge link).	XV. Eastern Bengal.	XVII. East Coast.	Lines worked by tered compa. XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system
	GOODS TRAFFIC—*concld.*											
	Weight of Train and Ton-Mileage—*concld.*											
	Average weight of a goods train—											
110	Freight . . . . . *Tons*	1st half	203·15	58·32	136·83	133·16	171·73	130·51	141·17	129·22	142·38	228·43
		2nd ,,	195·26	55·34	115·11	110·63	144·16	99·87	145·46	85·77	140·69	196·25
111	Dead-weight . . . . . ,,	1st half	244·89	169·23	278·65	276·24	271·39	222·17	259·39	233·13	233·48	301·08
		2nd ,,	239·38	196·04	251·79	260·09	270·39	210·73	303·16	206·95	237·68	285·78
112	Total . . . . . ,,	1st half	448·05	227·65	415·48	409·40	443·02	342·68	400·56	362·35	375·86	529·52
		2nd ,,	434·64	251·38	366·90	370·72	414·55	310·60	448·62	292·72	378·37	482·03
	Cost of Working and Profit											
113	Average cost of hauling a goods train one mile . . . . . *R*	1st half	1·58	1·64	1·79	2·05	1·99	1·67	2·40	2·17	2·41	3·55
		2nd ,,	1·66	1·63	2·23	2·51	2·28	1·80	2·24	2·32	2·85	3·53
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies*	1st half	10·57	24·35	14·62	14·67	13·67	12·45	17·14	23·30	19·72	18·15
		2nd ,,	11·63	11·35	21·59	19·64	15·92	14·79	13·26	32·62	23·31	18·93
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . ,,	1st half	1·49	5·41	2·51	2·96	2·23	2·66	3·26	3·22	3·25	2·98
		2nd ,,	1·63	5·63	3·71	4·35	3·03	3·47	2·96	5·18	3·89	3·46
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . ,,	1st half	3·11	10·51	6·38	6·78	4·57	6·32	6·54	7·68	5·46	5·29
		2nd ,,	3·41	10·65	16·20	9·79	6·44	7·96	5·90	13·03	6·71	7·10
116	Average profit on working a goods train one mile . . . . . *R*	1st half	3·35	0·27	2·79	1·90	2·56	1·94	2·81	0·58	2·90	5·39
		2nd ,,	2·99	0·12	1·32	1·34	1·81	1·13	4·33	—0·06	2·24	4·19
117	Average profit on working a goods vehicle with its load one mile . . *Pies*	1st half	22·50	3·90	22·83	13·51	17·53	13·89	20·15	6·22	23·77	27·37
		2nd ,,	21·06	8·37	22·85	10·54	12·65	8·94	25·64	—0·76	18·33	22·46
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . ,,	1st half	3·17	0·87	3·92	2·73	2·86	3·09	3·83	0·87	3·91	4·53
		2nd ,,	2·94	0·39	2·22	2·33	2·42	2·17	5·71	—0·12	3·06	4·10
	Detailed Percentages of Earnings and Expenditure.											
	Percentage on Total Earnings—											
119	Coaching traffic . . . . *Per cent.*	1st half	30·39	65·48	17·48	33·53	28·10	38·19	39·47	46·88	16·59	17·97
		2nd ,,	31·54	67·45	23·33	38·91	34·62	45·35	27·13	56·31	25·05	29·28
120	Goods traffic . . . . . ,,	1st half	68·07	20·44	72·76	64·41	69·74	53·97	55·06	46·82	82·41	79·57
		2nd ,,	66·72	29·39	65·41	58·64	63·12	45·89	68·37	39·47	73·84	66·45
121	Sundries, including telegraph . ,,	1st half	1·34	14·08	9·76	2·06	2·04	7·84	5·12	3·70	1·00	2·46
		2nd ,,	1·37	5·16	11·26	2·45	2·20	8·76	4·24	4·91	1·11	4·27
122	Steam-boat earnings . . . . ,,	1st half	0·26	...	...	...	0·12	...	0·38	2·60	...	...
		2nd ,,	0·37	...	...	...	0·06	...	0·26	2·32	...	...
	Total . ,,	1st half	100	100	100	100	100	100	100	100	100	100
		2nd ,,	100	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance . . . . . *Per cent.*	1st half	5·83	16·41	9·86	9·49	11·35	9·36	10·97	16·44	9·84	12·76
		2nd ,,	8·63	15·73	19·92	13·34	14·01	16·58	8·40	21·27	13·49	9·65
124	Locomotive expenses . . . . ,,	1st half	9·63	15·47	12·80	18·46	16·90	15·21	9·34	23·03	10·75	14·43
		2nd ,,	10·10	8·08	17·70	21·93	20·55	10·87	9·22	26·09	23·64	18·97
125	Carriage and wagon expenses . . ,,	1st half	3·28	5·41	3·04	4·17	3·33	2·11	4·89	3·93	9·17	4·94
		2nd ,,	2·38	4·17	4·81	5·60	5·13	8·02	2·74	6·09	12·48	6·85
126	Traffic expenses . . . . . ,,	1st half	6·16	11·63	7·32	6·93	6·20	7·78	13·54	11·39	7·71	5·53
		2nd ,,	6·52	13·61	10·45	8·94	8·44	9·02	10·81	15·92	9·73	7·61
127	General charges . . . . . ,,	1st half	2·92	12·55	6·69	6·59	2·79	4·20	5·06	9·92	3·37	2·99
		2nd ,,	3·36	13·39	11·22	8·41	3·80	4·68	3·64	13·72	4·38	4·24
128	Miscellaneous expenses . . ,,	1st half	3·07	6·11	1·68	3·52	0·98	2·83	2·30	0·99	1·77	
		2nd ,,	2·65	5·71	1·75	4·37	1·20	2·36	3·00	1·17	2·15	
129	Steam-boat expenses . . . . ,,	1st half	0·24	...	...	...	0·05	...	—0·28	2·86	...	
		2nd ,,	0·23	...	...	...	0·07	...	0·77	3·29	...	
130	Total working expenses . . ,,	1st half	30·53	67·28	41·39	49·16	41·60	41·49	46·02	68·56		
		2nd ,,	34·07	60·69	65·85	62·79	53·20	51·53	38·58	87·55		

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dhariia (4′ 6″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
116·32	165·70	101·76	115·29	78·78	57·28	90·76	80·59	69·46	61·73	74·82	46·58	64·55	1st half	110
111·56	158·97	86·82	111·87	78·11	55·29	63·55	68·10	71·63	57·06	73·41	49·19	54·79	2nd ,,	
259·36	249·73	123·92	144·11	118·80	110·95	142·55	138·87	131·47	118·48	128·98	104·50	124·53	1st half	111
261·47	267·14	124·47	143·32	118·24	110·50	147·73	132·05	140·47	117·11	127·02	97·10	120·26	2nd ,,	
375·68	414·83	225·68	259·40	197·58	168·23	233·31	219·46	200·93	180·21	203·80	151·08	189·08	1st half	112
373·03	426·11	211·29	255·19	196·35	165·79	211·28	200·15	212·10	174·17	200·43	146·29	175·05	2nd ,,	
2·40	1·93	1·05	1·65	1·80	1·42	2·00	1·85	1·50	1·08	1·07	0·81	1·90	1st half	113
2·71	1·73	1·29	1·91	2·09	1·39	2·82	1·87	1·58	1·42	1·68	0·95	2·42	2nd ,,	
19·26	15·89	8·40	10·66	15·92	14·41	17·36	12·46	10·75	9·58	8·40	8·57	14·37	1st half	114
21·27	12·76	10·47	12·92	18·71	14·21	21·48	13·64	10·78	13·16	13·35	11·46	19·19	2nd ,,	
3·97	2·24	1·99	2·75	4·38	4·74	4·23	4·41	4·16	3·37	2·75	3·33	5·65	1st half	115
4·66	2·09	2·84	3·28	5·15	4·81	8·53	5·28	4·24	4·78	4·39	3·71	8·47	2nd ,,	
8·97	5·07	4·69	4·76	9·60	8·91	10·76	7·78	8·28	6·44	5·43	12·12	10·95	1st half	115a
9·89	4·96	6·58	5·99	12·16	8·87	15·41	9·49	8·60	9·27	6·96	9·45	17·18	2nd ,,	
2·68	2·81	1·93	2·22	0·81	1·12	—0·03	1·20	1·58	1·09	2·55	1·72	2·25	1st half	116
2·11	2·24	1·18	2·12	0·61	1·11	—1·26	0·48	2·11	0·74	2·00	1·56	0·67	2nd ,,	
21·44	23·07	15·35	14·28	7·17	11·44	—0·30	8·04	11·24	9·64	19·98	18·33	17·64	1st half	117
16·60	16·49	9·63	14·34	5·38	11·43	—9·59	3·49	14·32	6·81	15·91	18·84	5·38	2nd ,,	
4·42	3·26	3·62	3·69	1·98	3·77	—0·07	2·85	4·34	3·39	6·54	7·11	6·69	1st half	118
3·64	2·70	2·62	3·64	1·48	3·87	—3·61	1·35	5·65	2·48	5·23	6·10	2·37	2nd ,,	
39·80	20·12	36·11	25·90	29·49	54·19	62·04	46·51	38·87	37·25	43·41	34·84	39·58	1st half	119
34·69	21·33	40·25	34·83	30·51	50·64	50·40	51·76	34·35	44·23	35·10	29·62	59·60	2nd ,,	
58·18	78·51	52·67	72·55	63·84	41·74	35·41	51·75	52·73	52·54	54·14	54·72	58·41	1st half	120
63·38	75·64	47·05	62·95	67·19	47·39	46·83	46·54	56·36	43·46	63·38	63·99	37·13	2nd ,,	
2·02	1·37	3·88	1·55	1·67	4·07	2·55	1·51	1·05	10·21	9·45	10·44	2·01	1st half	121
1·93	3·03	4·29	2·22	2·30	1·97	2·77	1·37	1·26	12·31	1·52	6·40	3·27	2nd ,,	
...	...	7·34	...	...	...	...	0·23	7·35	...	...	...	...	1st half	122
...	...	8·41	...	...	...	...	0·33	8·03	...	...	...	...	2nd ,,	
100	100	100	100	100	100	100	100	100	100	100	100	100	1st half	
100	100	100	100	100	100	100	100	100	100	100	100	100	2nd ,,	
9·62	11·24	9·82	8·58	14·91	10·66	22·03	12·08	12·81	11·14	6·07	9·29	12·72	1st half	123
13·92	11·54	15·13	10·09	18·76	10·46	71·58	17·21	11·57	14·31	21·95	11·47	18·10	2nd ,,	
16·99	11·66	8·16	15·82	20·76	19·39	12·69	16·11	9·59	9·83	13·53	17·18	14·36	1st half	124
20·83	13·04	10·01	15·52	22·35	20·88	18·32	22·19	10·44	10·41	13·87	19·52	22·27	2nd ,,	
4·08	3·12	2·18	3·83	5·53	5·90	1·76	4·07	2·83	3·05	1·78	2·27	2·40	1st half	125
4·64	3·19	2·33	4·78	6·57	6·15	5·14	5·70	3·31	3·70	1·73	2·29	4·78	2nd ,,	
7·45	6·02	6·40	7·05	10·51	9·15	12·24	9·52	9·56	7·51	5·21	7·10	9·33	1st half	126
8·48	7·03	9·07	8·20	13·02	9·74	12·83	12·38	8·29	9·57	4·82	7·02	13·37	2nd ,,	
5·09	6·19	5·22	4·85	11·96	7·15	16·96	8·08	4·94	7·98	3·25	3·97	8·20	1st half	127
5·38	6·95	7·54	6·00	13·26	7·44	17·83	7·03	3·98	12·06	3·06	3·51	14·80	2nd ,,	
0·87	2·54	1·62	0·65	1·64	1·45	0·94	1·15	1·32	6·56	1·41	0·32	1·24	1st half	128
1·02	1·33	3·03	0·78	2·69	1·51	1·08	1·03	1·26	8·78	2·77	2·40	1·57	2nd ,,	
...	...	3·64	...	...	...	...	0·34	5·56	...	...	...	...	1st half	129
...	...	4·18	...	...	...	...	0·76	5·65	...	...	...	...	2nd ,,	
44·10	40·77	37·94	40·78	65·31	53·70	66·62	51·55	46·61	46·07	31·25	40·13	48·25	1st half	130
54·27	43·08	51·29	45·37	76·65	56·18	126·78	66·30	44·50	58·83	48·20	46·21	74·89	2nd ,,	

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1898.

TABLE A.—MAINTENANCE OF WAY

STANDARD

Progressive number.	Headings.	1898.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including the Gwalior-Cawnpore-Barhwal (metre gauge link).	XV. Eastern Bengal.	XVII. East Coast.	LINES WORKED BY THEED COM XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	Mean age of lines on the 31st December 1898 . . . . *Years*	...	30·27	15·20	8·34	9·48	14·03	16·79	27·50	3·41	32·58	24·27
	PER MILE OF LINE MAINTAINED.											
131*a*	General superintendence (including office expenses) . . *R*	1st half	168·42	118·05	97·91	79·13	136·91	103·64	241·27	122·54	148·38	145·97
		2nd „	171·69	115·19	97·01	81·14	144·69	109·12	216·72	124·90	149·60	159·39
132*a*	Maintenance and renewal of permanent-way . . . . „	1st half	482·61	445·32	285·33	220·58	647·73	174·14	925·94	263·98	607·82	855·47
		2nd „	726·08	409·47	334·45	264·56	519·77	376·53	891·47	198·74	638·02	783·29
133*a*	Repairs of bridges, &c. . . . „	1st half	108·59	31·95	27·17	39·21	132·10	167·11	129·37	30·30	158·52	608·85
		2nd „	97·96	34·90	31·32	33·83	130·74	135·59	126·94	32·13	160·73	632·50
134*a*	Conservancy of rivers . . . . „	1st half	...	0·44	...	...	12·81	3·58	...	...	...	...
		2nd „	...	2·38	...	...	15·20	3·38	0·72	...	...	...
135*a*	Repairs of stations and buildings „	1st half	193·86	70·84	26·15	18·04	144·02	42·28	264·89	31·56	94·64	107·89
		2nd „	196·64	42·79	31·40	15·32	113·98	56·91	224·95	46·52	92·66	127·40
136*a*	Other charges (net) . . . . „	1st half	52·05	26·38	29·67	19·16	105·52	36·34	96·27	44·96	305·80	282·01
		2nd „	136·83	20·31	67·41	21·42	149·87	62·32	118·00	44·78	311·89	−68·35
137*a*	Total maintenance, &c. . . . „	1st half	1,005·53	692·98	466·23	376·12	1,179·99	527·09	1,657·74	493·14	1,315·16	2,006·19
		2nd „	1,329·18	625·04	561·59	416·27	1,074·25	743·85	1,578·80	452·07	1,352·90	1,058·23
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131*b*	General superintendence (including office expenses) . . *R*	1st half	111·39	100·52	87·70	70·55	107·33	90·45	130·00	106·92	99·15	104·43
		2nd „	113·45	97·96	87·34	72·42	110·51	95·64	115·37	108·38	99·92	113·43
132*b*	Maintenance and renewal of permanent-way . . . . „	1st half	319·20	379·19	255·59	196·67	507·78	151·98	498·91	230·33	406·18	612·06
		2nd „	479·77	348·22	301·11	236·13	396·98	330·03	474·58	172·46	426·13	557·39
133*b*	Repairs of bridges, &c. . . . „	1st half	71·83	27·21	24·34	34·96	103·56	145·85	69·71	26·44	105·93	435·61
		2nd „	64·73	29·67	28·20	30·19	99·85	118·84	67·58	32·22	107·35	478·35
134*b*	Conservancy of rivers . . . . „	1st half	...	0·37	...	...	10·05	3·12	...	...	...	...
		2nd „	...	2·02	...	...	11·60	2·96	0·38	...	...	...
135*b*	Repairs of stations and buildings . „	1st half	128·22	60·32	23·42	16·08	112·90	36·90	142·73	27·54	63·24	77·19
		2nd „	129·92	36·39	28·27	13·67	87·65	49·88	119·76	40·36	61·89	90·66
136*b*	Other charges (net) . . . . „	1st half	34·43	22·47	26·57	17·08	82·72	31·72	51·87	39·06	204·36	201·77
		2nd „	90·41	17·28	60·69	19·13	114·47	54·63	62·82	38·87	208·30	−46·99
137*b*	Total maintenance, &c. . . . „	1st half	665·07	590·08	417·62	335·34	924·34	460·02	803·22	430·29	878·86	1,431·06
		2nd „	878·28	531·54	505·61	371·54	820·46	651·98	840·49	392·29	903·59	753·04
	PER TOTAL TRAIN-MILE.											
131*c*	General superintendence (including office expenses) . . *Annas*	1st half	0·71	1·28	1·30	1·16	0·93	1·08	1·05	2·09	0·69	1·02
		2nd „	0·76	1·19	1·68	1·45	1·19	1·27	0·87	2·53	0·83	1·33
132*c*	Maintenance and renewal of permanent-way . . . . „	1st half	2·05	4·84	3·80	3·24	4·38	1·81	4·01	4·30	2·81	5·96
		2nd „	3·22	4·24	5·78	4·74	4·27	4·38	3·60	4·01	3·55	6·53
133*c*	Repairs of bridges, &c. . . . „	1st half	0·46	0·35	0·36	0·58	0·89	1·74	0·56	0·51	0·73	4·24
		2nd „	0·44	0·36	0·54	0·60	1·07	1·58	0·51	0·74	0·89	5·60
134*c*	Conservancy of rivers . . . . „	1st half	...	...	...	...	0·09	0·04	...	...	...	...
		2nd „	...	0·03	...	...	0·12	0·04	...	...	...	...
135*c*	Repairs of stations and buildings „	1st half	0·82	0·77	0·35	0·27	0·97	0·44	1·15	0·54	0·44	0·78
		2nd „	0·87	0·44	0·54	0·28	0·94	0·66	0·91	0·94	0·52	1·06
136*c*	Other charges (net) . . . . „	1st half	0·22	0·29	0·40	0·28	0·72	0·37	0·41	0·77	1·42	1·97
		2nd „	0·61	0·21	1·16	0·38	1·23	0·72	0·48	0·91	1·73	−5·70
137*c*	Total maintenance, &c. . . . „	1st half	4·26	7·53	6·21	5·53	7·98	5·48	7·18	8·41	6·09	13·94
		2nd „	5·90	6·47	9·70	7·45	8·82	8·65	6·37	9·43	7·52	8·82
	PER 1,000 GROSS TON-MILES.											
131*d*	General superintendence (including office expenses). . . *R*	1st half	0·12	0·38	0·23	0·21	0·15	0·23	0·82	0·38	0·14	0·15
		2nd „	0·13	0·32	0·33	0·29	0·22	0·29	0·16	0·58	0·17	0·23
132*d*	Maintenance and renewal of permanent-way . . . . „	1st half	0·34	1·43	0·67	0·59	0·73	0·38	0·84	0·83	0·57	0·90
		2nd „	0·55	1·16	1·14	0·95	0·77	0·99	0·68	0·91	0·74	1·15
133*d*	Repairs of bridges, &c. . . . „	1st half	0·08	0·10	0·06	0·11	0·15	0·36	0·12	0·10	0·15	0·64
		2nd „	0·08	0·10	0·11	0·12	0·19	0·35	0·10	0·17	0·19	0·98
134*d*	Conservancy of rivers . . . . „	1st half	...	...	...	...	0·01	0·01	...	...	...	...
		2nd „	...	0·01	...	...	0·02	0·01	...	...	...	...
135*d*	Repairs of stations and buildings „	1st half	0·14	0·23	0·06	0·05	0·16	0·09	0·24	0·10	0·09	0·11
		2nd „	0·15	0·12	0·11	0·05	0·17	0·15	0·17	0·21	0·11	0·19
136*d*	Other charges (net) . . . . „	1st half	0·03	0·08	0·07	0·05	0·13	0·08	0·08	0·15	0·28	0·30
		2nd „	0·10	0·06	0·23	0·08	0·22	0·16	0·09	0·20	0·36	−1·00
137*d*	Total maintenance, &c. . . . „	1st half	0·71	2·22	1·09	1·01	1·33	1·15	1·50	1·56	1·23	2·10
		2nd „	1·01	1·77	1·92	1·49	1·59	1·95	1·20	2·07	1·57	1·55

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1898.

GAUGE.	METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI.	XXXIII.	XL.	XLII.	XLIV.	XLVII.	XLIX.	L.	LI.	LVII.	LXXI.		LXXIII.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa railway system.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal.	Burma.	Eastern Bengal, including the Kaunia-Dharlia (2′ 6″ gauge) branch.	Rohilkund and Kumaon railway system.	Jodhpur-Bikaner. Jodhpur section.	Jodhpur-Bikaner. Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
34·94	15 66	11·62	17·67	11·64	18·51	2·85	10·73	15·41	10·94	9·38	3·88	11·41	...	
140·57	148·62	66·70	89·02	87·60	101·72	184·35	140·81	119·91	64·55	16·83	15·70	63·09	1st half	131a
141·43	156·08	70·94	96·52	84·96	109·87	150·04	142·84	105·76	69·86	15·95	11·08	94·91	2nd ,,	
292·33	239·01	217·68	366·37	210·44	278·54	239·53	373·59	301·65	182·89	83·59	89·54	245·65	1st half	132a
386·41	304·44	231·81	331·37	158·49	239·13	386·98	380·66	355·71	160·26	410·43	87·34	159·18	2nd ,,	
63·50	182·65	26·62	21·50	33·45	34·13	6·49	82·13	82·70	39·25	0·94	0·04	9·25	1st half	133a
39·49	48·38	56·60	21·08	60·66	31·31	721·15	82·87	54·39	80·56	2·39	0·38	8·22	2nd ,,	
...	6·59	0·39	...	...	...	...	1·29	...	3·74	...	...	...	1st half	134a
...	1·14	0·96	...	...	...	...	2·98	...	2·55	...	...	...	2nd ,,	
61·79	59·23	34·36	37·48	25·09	20·13	78·54	61·46	92·12	21·74	5·03	3·24	27·64	1st half	135a
69·18	27·49	39·16	33·16	33·87	21·73	275·55	55·54	79·94	31·37	7·99	3·69	22·72	2nd ,,	
88·50	50·14	60·13	42·66	37·17	—5·66	8·61	41·63	73·80	28·98	2·67	1·23	23·63	1st half	136a
207·73	99·14	98·84	43·78	32·78	6·09	3·15	42·50	36·53	18·87	6·27	0·86	20·22	2nd ,,	
646·60	686·24	414·88	557·03	393·75	428·86	517·52	700·91	670·18	341·15	109·06	111·75	369·26	1st half	137a
844·24	636·67	498·31	525·91	370·76	408·13	1536·87	707·39	632·33	363·47	443·03	103·35	305·25	2nd ,,	
115·20	133·25	58·25	77·53	79·57	90·15	165·08	120·53	102·01	57·50	16·35	15·35	57·17	1st half	131b
115·84	139·93	62·04	84·03	77·08	97·19	131·76	123·01	90·13	62·28	15·49	10·83	86·14	2nd ,,	
239·57	214·28	190·12	319·08	191·15	246·87	214·48	319·79	256·62	162·90	81·18	87·52	222·58	1st half	132b
316·47	272·94	202·72	288·48	143·80	211·53	339·70	327·82	303·15	142·85	398·61	85·35	144·47	2nd ,,	
52·04	163·75	23·25	18·73	36·39	30·25	5·81	70·30	70·35	34·97	0·91	0·04	8·39	1st half	133b
32·34	43·40	49·50	18·36	55·04	27·70	633·04	71·37	46·36	71·81	2·33	0·37	7·46	2nd ,,	
...	5·91	0·34	...	...	...	...	1·11	...	3·33	...	...	...	1st half	134b
...	1·03	0·84	...	...	...	...	2·57	...	2·27	...	...	...	2nd ,,	
50·57	53·09	30·01	32·64	22·28	17·84	70·33	52·61	78·37	19·36	4·88	3·12	25·04	1st half	135b
56·66	24·64	34·25	28·87	30·73	19·22	241·89	47·83	68·13	27·98	7·76	3·60	20·62	2nd ,,	
72·52	44·96	60·38	37·15	33·77	—5·01	7·70	35·63	62·78	25·81	2·60	1·20	21·41	1st half	136b
170·13	88·86	86·44	38·11	29·74	5·38	2·77	36·59	31·12	16·82	6·09	0·84	18·36	2nd ,,	
529·90	615·24	362·35	485·13	357·66	380·10	463·40	599·97	570·13	303·87	105·92	109·23	334·59	1st half	137b
691·44	570·80	435·79	457·85	336·30	361·02	1349·09	609·19	538·89	324·01	430·28	100·99	277·05	2nd ,,	
1·49	1·78	0·79	0·80	1·44	1·06	4·19	1·31	1·21	1·00	0·53	0·56	1·27	1st half	131c
1·49	1·82	0·88	1·09	1·79	1·08	2·71	1·30	1·11	1·31	0·43	0·43	2·69	2nd ,,	
3·09	2·87	2·58	3·27	3·42	2·92	5·44	3·47	3·04	2·80	2·61	3·18	4·97	1st half	132c
4·07	3·54	2·88	3·76	3·34	2·35	7·00	3·99	3·75	3·00	11·18	3·41	4·52	2nd ,,	
0·67	2·20	0·32	0·19	0·54	0·36	0·15	0·76	0·83	0·60	0·03	...	0·19	1st half	133c
0·41	0·57	0·70	0·24	1·28	0·31	13·04	0·87	0·57	1·51	0·06	0·02	0·23	2nd ,,	
...	0 08	...	...	...	...	...	0·01	...	0·06	...	...	...	1st half	134c
...	0·01	0·01	...	...	...	...	0·03	...	0·05	...	...	...	2nd ,,	
0·65	0·72	0·41	0·33	0·41	0·21	1·78	0·57	0·93	0·33	0·46	0·19	0·56	1st half	135c
0·73	0·33	0·49	0·38	0·71	0·21	4·98	0·58	0·84	0·58	0·22	0·14	0·65	2nd ,,	
0·94	0·60	0·81	0·38	0·60	—0·06	0·20	0·39	0·74	0·44	0·08	0·04	0·48	1st half	136c
2·19	1·15	1·23	0·50	0·70	0·06	0·07	0·44	0·39	0·36	0·17	0·03	0·57	2nd ,,	
6·84	8·25	4·91	4·97	6·39	4·49	11·76	6·51	6·75	5·23	3·41	3·97	7·47	1st half	137c
8·89	7·42	6·19	5·97	7·82	4·01	27·80	7·41	6·66	6·81	12·06	4·03	8·66	2nd ,,	
0·32	0·29	0·25	0·22	0·47	0·42	1·05	0·41	0·43	0·33	0·17	0·23	0·47	1st half	131d
0·32	0·29	3·31	0·32	0·62	0·43	0·75	0·51	0·38	0·45	0·14	0·20	1·09	2nd ,,	
0·65	0·46	0·81	0·91	1·14	1·14	1·36	1·10	1·08	0·96	0·85	1·34	1·84	1st half	132d
0·88	0·56	1·00	1·09	1·15	0·94	1·94	1·34	1·29	1·10	3·65	1·58	1·83	2nd ,,	
0·14	0·35	0·10	0·05	0·18	0·14	0·04	0·24	0·29	0·21	0·01	...	0·07	1st half	133d
0·09	0·09	0·24	0·07	0·44	0·13	3·62	0·29	0·20	0·54	0·02	0·01	0·09	2nd ,,	
...	0·01	...	...	...	...	...	...	...	0·02	...	...	...	1st half	134d
...	...	...	...	...	...	...	0·01	...	0·01	...	...	...	2nd ,,	
0·14	0·12	0·13	0·09	0·14	0·08	0·45	0·18	0·33	0·12	0·05	0·08	0·21	1st half	135d
0·15	0·05	0·17	0·11	0·25	0·09	1·38	0·20	0·29	0·20	0·07	0·07	0·26	2nd ,,	
0·20	0·10	0·26	0·11	0·20	—0·02	0·05	0·12	0·26	0·15	0·03	0·02	0·18	1st half	136d
0·47	0·18	0·43	0·14	0·23	0·02	0·02	0·14	0·13	0·13	0·06	0·01	0·23	2nd ,,	
1·45	1·33	1·55	1·38	2·13	1·76	2·95	2·05	2·39	1·79	1·11	1·67	2·77	1st half	137d
1·91	1·17	2·15	1·73	2·69	1·61	7·71	2·49	2·29	2·43	3·94	1·87	3·50	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1898.

TABLE B.—LOCOMOTIVE

STANDARD

Progressive number.	HEADINGS.	1898.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand. (a)	XV. Eastern Bengal.	XVII. East Coast.	LINES WORKED BY TEED COM XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
†	Average price of fuel per ton in terms of coal* . . R	1st half	2·03	6·01	3·42	11·45	13·01	(a)10·76	6·16	8·75	11·48	14·39
		2nd „	2·01	6·07	3·39	11·82	17·09	9·57	6·65	8·68	11·05	15·15
	wood . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
138a	General superintendence (including office expenses) . . . . Annas	1st half	0·55	0·64	0·95	0·68	0·69	(a)0·73	0·59	1·29	0·56	0·76
		2nd „	0·59	0·58	1·19	0·94	0·80	0·77	0·53	1·80	0·66	0·87
139a	Running expenses . . . „	1st half	1·91	1·12	2·00	1·97	1·81	(a)0·90	1·99	2·21	2·85	2·76
		2nd „	2·02	1·19	2·23	2·18	1·97	0·88	1·95	2·39	2·95	2·88
140a	Fuel† . . . . . „	1st half	0·89	2·84	1·21	3·83	4·39	(a)3·15	1·92	3·90	3·66	6·47
		2nd „	0·87	2·21	1·10	3·94	4·65	2·76	2·17	2·55	3·52	6·34
141a	Water . . . . . „	1st half	0·11	0·12	0·20	0·30	0·30	(a)0·13	0·12	0·17	0·29	0·52
		2nd „	0·10	0·16	0·18	0·26	0·23	0·11	0·12	0·20	0·32	0·49
142a	Oil, tallow and other stores . . „	1st half	0·35	0·24	0·33	0·47	0·40	(a)0·31	0·33	0·44	0·33	0·58
		2nd „	0·32	0·31	0·28	0·44	0·34	0·27	0·31	0·39	0·33	0·59
143a	Maintenance and renewal of locomotives . . . . . „	1st half	1·68	1·66	1·62	2·19	2·36	(a)3·24	1·07	2·31	2·67	3·35
		2nd „	1·79	-1·83	2·10	3·00	2·64	0·81	1·43	3·11	3·61	4·43
143A (a)	Maintenance and renewal of machinery, tools and plant . . „	1st half	0·19	0·02	0·10	0·16	0·28	(a)0·10	-0·04	0·34	0·16	0·31
		2nd „	0·22	0·15	0·15	0·18	0·27	0·12	0·22	0·30	0·19	0·46
144a	Other charges (net) . . . „	1st half	0·91	0·32	1·65	1·15	1·13	(a)0·96	0·13	2·03	1·70	1·02
		2nd „	0·99	0·55	1·39	1·30	1·12	0·34	0·26	0·46	1·59	1·27
145a	Total locomotive expenses . . „	1st half	6·59	6·96	8·06	10·75	11·36	(a)9·52	6·11	11·79	12·22	15·77
		2nd „	6·90	3·32	8·62	12·24	12·02	6·06	6·99	11·20	13·17	17·33
†	Fuel consumed in terms of coal* . . lbs.	1st half	61·23	52·85	49·28	46·82	47·31	(a)41·03	43·70	48·02	44·72	62·92
		2nd „	60·60	40·72	45·73	46·70	46·21	40·36	45·68	41·08	44·58	58·62
	wood . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.											
138b	General superintendence (including office expenses) . . . . Annas	1st half	0·45	0·53	0·86	0·60	0·61	(a)0·62	0·42	1·11	0·50	0·64
		2nd „	0·48	0·52	1·08	0·82	0·71	0·65	0·38	1·58	0·59	0·74
139b	Running expenses . . . „	1st half	1·56	0·93	1·80	1·73	1·69	(a)0·77	1·40	1·90	2·52	2·33
		2nd „	1·66	1·06	2·03	1·91	1·74	0·75	1·39	2·10	2·61	2·46
140b	Fuel† . . . . . „	1st half	0·73	2·36	1·09	3·38	3·89	(a)2·69	1·36	2·58	3·24	5·45
		2nd „	0·72	1·97	1·01	3·44	4·09	2·33	1·55	2·24	3·11	5·42
141b	Water . . . . . „	1st half	0·09	0·10	0·18	0·27	0·18	(a)0·11	0·09	0·15	0·25	0·44
		2nd „	0·09	0·14	0·17	0·22	0·20	0·09	0·09	0·17	0·29	0·42
142b	Oil, tallow and other stores . . „	1st half	0·29	0·20	0·30	0·42	0·35	(a)0·26	0·23	0·37	0·29	0·49
		2nd „	0·26	0·27	0·26	0·39	0·32	0·23	0·22	0·34	0·29	0·51
143b	Maintenance and renewal of locomotives . . . . . „	1st half	1·38	1·38	1·47	1·93	2·09	(a)2·76	0·76	1·98	2·36	2·82
		2nd „	1·48	-1·63	1·91	2·62	2·33	0·68	1·03	2·73	3·19	3·78
143A (b)	Maintenance and renewal of machinery, tools and plant . . „	1st half	0·16	0·01	0·09	0·14	0·24	(a)0·09	-0·02	0·29	0·13	0·26
		2nd „	0·18	0·14	0·13	0·16	0·23	0·10	0·16	0·27	0·16	0·39
144b	Other charges (net) . . . „	1st half	0·74	0·27	1·49	1·02	1·00	(a)0·82	0·08	1·75	1·50	0·86
		2nd „	0·81	0·49	1·26	1·14	0·99	0·29	0·19	0·40	1·41	1·08
145b	Total locomotive expenses . . „	1st half	5·40	5·78	7·28	9·49	9·96	(a)8·12	4·32	10·13	10·79	13·29
		2nd „	5·68	2·96	7·85	10·70	10·61	5·12	5·01	9·83	11·65	14·80
†	Fuel consumed in terms of coal* . . lbs.	1st half	50·17	43·92	44·51	41·35	41·83	(a)34·98	30·86	41·26	39·51	53·05
		2nd „	49·88	36·29	41·63	40·82	40·79	34·19	32·71	36·08	39·44	50·06
	wood . . „	1st half	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...

* The standard used is Kurhurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.
(a) Standard gauge only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 1898.

UGE.		METRE GAUGE.												
GUARANTEED PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharla (2'6" gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
15·20	4·62	5·96	16·22	8·95	14·49	7·92	11·52	6·95	...	20·50	20·50	19·16	1st half .	†
15·86	4·59	5·88	14·68	9·48	14·74	8·02	12·14	7·88	...	20·29	20·30	20·34	2nd „ .	
...	...	...	...	...	...	...	...	...	3·63	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	3·42	...	...	...	2nd „ .	
0·88	0·96	0·39	0·76	0·94	0·61	1·00	0·84	0·65	0·55	0·49	0·47	0·71	1st half .	138*a*
0·88	0·97	0·52	0·95	1·19	0·59	0·78	0·97	0·61	0·75	0·43	0·36	1·05	2nd „ .	
2·14	1·67	0·89	1·71	1·62	1·57	1·65	2·19	1·13	0·98	0·75	0·72	1·57	1st half .	139*a*
2·12	1·69	0·95	1·94	1·81	1·52	1·31	2·26	1·24	0·89	0·64	0·54	1·78	2nd „ .	
5·43	2·34	1·31	3·76	2·21	3·33	2·36	2·91	1·36	1·58	4·19	4·00	4·37	1st half .	140*a*
5·81	2·30	1·18	3·40	2·33	3·22	1·89	3·28	1·59	1·45	4·38	3·72	4·42	2nd „ .	
0·23	0·36	0·10	0·17	0·23	0·20	0·37	0·23	0·11	0·13	0·22	0·36	0·19	1st half .	141*a*
0·23	0·30	0·12	0·22	0·27	0·18	0·31	0·27	0·11	0·16	0·20	0·60	0·22	2nd „ .	
0·36	0·39	0·17	0·23	0·17	0·36	0·28	0·32	0·20	0·25	0·46	0·44	0·30	1st half .	142*a*
0·32	0·37	0·17	0·23	0·17	0·32	0·34	0·34	0·20	0·23	0·31	0·25	0·35	2nd „ .	
2·31	1·74	0·64	1·93	1·81	1·94	0·64	1·74	0·85	1·11	1·06	0·99	0·89	1st half .	143*a*
3·26	1·80	0·71	1·53	2·16	1·86	1·96	1·86	1·15	1·06	1·12	0·94	1·98	2nd „ .	
0·10	0·22	0·03	0·11	0·23	0·04	0·02	0·19	0·11	0·11	0·10	0·09	0·09	1st half .	143A (*a*)
0·09	0·15	0·05	0·12	0·27	0·03	0·03	0·20	0·13	0·14	0·07	0·06	0·15	2nd „ .	
0·63	0·88	0·56	0·49	1·69	0·12	0·45	0·27	0·64	0·11	0·33	0·28	0·37	1st half .	144*a*
0·60	0·81	0·40	0·79	1·12	0·29	0·49	0·38	0·97	0·27	0·47	0·39	0·66	2nd „ .	
12·08	8·56	4·09	9·16	8·90	8·17	6·77	8·69	5·05	4·62	7·60	7·35	8·49	1st half .	145*a*
13·31	8·39	4·10	9·18	9·32	8·01	7·11	9·56	6·00	4·95	7·62	6·86	10·01	2nd „ .	
50·04	71·08	30·70	32·45	34·57	32·12	41·83	35·39	27·32	...	28·58	27·33	31·94	1st half .	†
51·26	70·15	28·19	32·45	34·39	30·53	32·99	37·66	28·31	...	30·25	25·68	30·44	2nd „ .	
...	...	...	...	...	...	...	...	...	60·83	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	59·57	...	...	...	2nd „ .	
0·73	0·85	0·33	0·67	0·85	0·51	0·80	0·72	0·53	0·46	0·46	0·46	0·66	1st half .	138*b*
0·74	0·87	0·43	0·82	1·07	0·50	0·66	0·81	0·48	0·57	0·41	0·35	0·94	2nd „ .	
1·79	1·50	0·75	1·51	1·47	1·33	1·34	1·85	0·91	0·64	0·71	0·71	1·45	1st half .	139*b*
1·77	1·50	0·79	1·68	1·62	1·30	1·11	1·96	0·98	0·74	0·60	0·53	1·61	2nd „ .	
4·54	2·07	1·10	3·31	2·01	2·80	1·91	2·47	1·09	1·31	3·93	3·93	4·04	1st half .	140*b*
4·85	2·04	0·98	2·95	2·09	2·74	1·59	2·75	1·26	1·21	4·13	3·64	3·99	2nd „ .	
0·20	0·32	0·09	0·13	0·21	0·17	0·30	0·20	0·09	0·12	0·21	0·35	0·17	1st half .	141*b*
0·19	0·26	0·10	0·19	0·24	0·15	0·26	0·22	0·09	0·14	0·19	0·59	0·20	2nd „ .	
0·30	0·34	0·14	0·20	0·15	0·30	0·23	0·28	0·16	0·21	0·43	0·43	0·28	1st half .	142*b*
0·27	0·32	0·14	0·20	0·15	0·27	0·28	0·29	0·16	0·20	0·30	0·24	0·32	2nd „ .	
1·93	1·54	0·54	1·69	1·64	1·63	0·51	1·48	0·69	0·92	0·99	0·97	0·74	1st half .	143*b*
2·72	1·59	0·59	1·33	1·93	1·59	1·66	1·55	0·91	0·88	1·05	0·92	1·79	2nd „ .	
0·09	0·18	0·03	0·10	0·21	0·04	0·02	0·16	0·09	0·09	0·10	0·10	0·09	1st half .	143A (*b*)
0·08	0·13	0·04	0·11	0·24	0·03	0·03	0·17	0·10	0·12	0·06	0·06	0·13	2nd „ .	
0·52	0·78	0·48	0·43	1·54	0·11	0·36	0·22	0·51	0·10	0·30	0·27	0·34	1st half .	144*b*
0·50	0·71	0·32	0·68	1·00	0·25	0·42	0·32	0·77	0·23	0·44	0·38	0·39	2nd „ .	
10·10	7·58	3·46	8·06	8·08	6·89	5·47	7·38	4·07	3·85	7·13	7·22	7·77	1st half .	145*b*
11·12	7·42	3·39	7·96	8·34	6·83	6·01	8·01	4·75	4·09	7·18	6·71	9·57	2nd „ .	
41·85	62·91	25·90	28·57	31·38	27·09	33·80	30·04	22·02	...	26·84	26·84	29·54	1st half .	†
42·83	62·07	23·35	28·13	30·80	26·04	27·89	31·57	22·41	...	28·51	25·11	27·45	2nd „ .	
...	...	...	...	...	...	...	...	...	50·70	...	...	...	1st half .	
...	...	...	...	...	...	...	...	...	49·24	...	...	...	2nd „ .	

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1898.

TABLE B.—LOCOMOTIVE

STANDA

Progressive number.	HEADINGS.	1898.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Central.	III. Bengal-Nagpur.	IV. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including the Cawapore Burhwal (metre gauge line).	XV. Eastern Bengal.	XVII. East Coast.	LINES WORKED BY TEED COM XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	PER 1,000 GROSS TON-MILES.											
138c	General superintendence (including office expenses) . . . . . R	1st half	0·09	0·19	0·17	0·12	0·12	0·14	0·12	0·23	0·11	0·12
		2nd ,,	0·10	0·16	0·23	0·19	0·15	0·16	0·10	0·41	0·14	0·15
139c	Running expenses . . . . . ,,	1st half	0·32	0·33	0·35	0·36	0·30	0·18	0·42	0·41	0·57	0·42
		2nd ,,	0·34	0·33	0·44	0·44	0·36	0·19	0·36	0·54	0·62	0·51
140c	Fuel† . . . . . ,,	1st half	0·15	0·84	0·21	0·70	0·74	0·62	0·40	0·56	0·74	0·98
		2nd ,,	0·15	0·61	0·22	0·79	0·85	0·58	0·41	0·58	0·73	1·12
141c	Water . . . . . ,,	1st half	0·02	0·04	0·03	0·06	0·03	0·02	0·03	0·03	0·06	0·08
		2nd ,,	0·02	0·04	0·04	0·05	0·04	0·02	0·02	0·04	0·07	0·09
142c	Oil, tallow and other stores . . ,,	1st half	0·06	0·07	0·06	0·09	0·07	0·06	0·07	0·08	0·07	0·08
		2nd ,,	0·05	0·08	0·06	0·09	0·06	0·06	0·06	0·09	0·07	0·10
143c	Maintenance and renewal of locomotives . . . . . ,,	1st half	0·28	0·49	0·28	0·40	0·40	0·63	0·22	0·43	0·54	0·50
		2nd ,,	0·31	—0·50	0·42	0·60	0·48	0·17	0·27	0·71	0·75	0·78
143A (c)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·03	...	0·02	0·03	0·04	0·02	—0·01	0·07	0·03	0·05
		2nd ,,	0·04	0·04	0·03	0·04	0·05	0·03	0·04	0·07	0·04	0·08
144c	Other charges (net) . . . . ,,	1st half	0·15	0·19	0·29	0·21	0·19	0·19	0·03	0·37	0·34	0·15
		2nd ,,	0·17	0·15	0·27	0·26	0·20	0·07	0·05	0·10	0·33	0·22
145c	Total locomotive expenses . . ,,	1st half	1·10	2·06	1·41	1·97	1·89	1·86	1·28	2·18	2·46	2·38
		2nd ,,	1·18	0·91	1·71	2·46	2·19	1·28	1·31	2·54	2·75	3·05
†	Fuel consumed in terms of { coal* . . lbs.	1st half	163·01	250·29	138·03	137·10	126·82	128·48	146·44	142·31	143·99	152·23
		2nd ,,	166·47	178·37	144·94	149·94	134·68	136·05	137·17	148·90	148·91	164·89
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										Table C.—Carriage and	
146a	General superintendence (including office expenses) . . . . Annas	1st half	0·12	0·32	0·23	0·27	0·14	0·14	0·39	0·33	0·17	0·29
		2nd ,,	0·12	0·29	0·27	0·36	0·30	(b) 0·16	0·32	0·46	0·20	1·42
147a	Repairs and renewals of coaching vehicles . . . . . ,,	1st half	0·38	1·12	0·31	0·87	0·54	0·12	0·92	0·60	0·62	1·38
		2nd ,,	0·57	0·65	0·49	1·18	1·16	(b) 0·67	0·69	0·80	1·68	1·41
148a	Repairs and renewals of goods vehicles ,,	1st half	1·64	0·70	0·89	0·84	1·08	0·65	1·50	0·56	3·40	2·45
		2nd ,,	0·86	0·45	1·05	1·06	1·18	(b) 3·32	0·73	0·48	4·17	3·02
148A (a)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·02	0·04	0·02	0·06	0·05	0·03	0·03	0·03	0·07	0·24
		2nd ,,	...	0·05	0·04	0·06	0·04	(b) 0·03	0·01	0·06	0·09	0·36
149a	Cleaning and oiling . . . . ,,	1st half	0·22	0·28	0·38	0·38	0·36	0·35	0·33	0·44	0·34	0·44
		2nd ,,	0·18	0·26	0·48	0·46	0·42	(b) 0·37	0·31	0·52	0·39	0·55
150a	Other charges (net) . . . . ,,	1st half	0·01	0·02	0·08	0·01	0·05	0·03	0·03	0·05	0·07	0·58
		2nd ,,	0·03	0·01	0·01	0·01	...	(b) 0·02	0·02	0·29	1·42	0·50
151a	Total carriage and wagon expenses ,,	1st half	2·39	2·88	1·91	2·43	2·22	1·32	3·20	2·01	5·67	5·39
		2nd ,,	1·76	1·71	2·34	3·13	3·00	(b) 4·47	2·08	2·61	6·95	6·26
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
146b	General superintendence (including office expenses) . . . . . R	1st half	0·30	1·52	0·40	0·72	0·34	0·26	1·24	1·03	0·60	0·62
		2nd ,,	0·32	1·13	0·56	1·17	0·52	(b) 0·34	0·84	1·80	0·75	1·02
147b	Repairs and renewals of coaching vehicles (a) . . . . . ,,	1st half	3·56	7·24	2·87	8·17	5·52	0·96	7·00	4·35	7·64	14·34
		2nd ,,	5·17	4·59	3·95	9·39	9·65	(b) 4·88	5·84	5·56	6·53	11·50
148b	Repairs and renewals of goods vehicles (a) . . . . . ,,	1st half	5·95	12·27	1·94	3·11	3·58	1·56	8·09	3·05	17·82	6·53
		2nd ,,	3·22	4·10	2·98	5·28	4·38	(b) 9·89	2·84	4·21	24·88	10·39
148A (b)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·06	0·18	0·04	0·15	0·11	0·05	0·08	0·07	0·26	0·49
		2nd ,,	0·01	0·21	0·08	0·20	0·11	(b) 0·06	0·03	0·21	0·32	0·88
149b	Cleaning and oiling . . . ,,	1st half	0·56	1·35	0·68	1·01	0·91	0·63	1·04	1·39	1·26	0·93
		2nd ,,	0·48	1·02	1·00	1·49	1·07	(b) 0·80	0·84	2·02	1·44	1·33
150b	Other charges (net) . . . ,,	1st half	0·05	0·08	0·14	0·03	0·13	0·05	0·10	0·16	3·92	1·24
		2nd ,,	0·06	0·02	0·02	0·03	—0·01	(b) 0·04	0·05	1·13	5·21	1·20
151b	Total carriage and wagon expenses ,,	1st half	6·26	11·74	3·37	6·45	5·55	2·41	10·09	6·26	20·82	11·42
		2nd ,,	4·67	6·75	4·90	10·14	7·70	(b) 9·64	5·55	10·12	25·53	15·15

* The standard used is Kurhurbaree coal, except in the case o

(a) These two items are calculated respectively upon the coaching and goods vehicle-mileag

(b) Standard gauge only.

A—continued.

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.*

Half-years ended the 30th June and the 31st December 1898

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XX. Madras railway system.	XXXIII. The Nizam's Guaranteed state railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dhartla (3′ 0″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·19	0·16	0·12	0·21	0·31	0·24	0·25	0·27	0·23	0·18	0·16	0·20	0·26	1st half	138c
0·19	0·15	0·18	0·27	0·41	0·24	0·22	0·32	0·21	0·27	0·14	0·17	0·42	2nd ,,	
0·45	0·27	0·28	0·47	0·54	0·62	0·41	0·69	0·40	0·27	0·25	0·30	0·58	1st half	139c
0·45	0·26	0·33	0·56	0·62	0·61	0·36	0·77	0·42	0·32	0·21	0·25	0·72	2nd ,,	
1·15	0·38	0·41	1·05	0·74	1·30	0·60	0·92	0·48	0·54	1·36	1·68	1·62	1st half	140c
1·25	0·36	0·41	0·99	0·80	1·29	0·53	1·11	0·55	0·52	1·43	1·73	1·79	2nd ,,	
0·05	0·06	0·03	0·05	0·08	0·08	0·10	0·07	0·04	0·05	0·07	0·15	0·07	1st half	141c
0·05	0·05	0·04	0·06	0·10	0·07	0·09	0·09	0·04	0·06	0·07	0·28	0·09	2nd ,,	
0·08	0·06	0·05	0·07	0·06	0·14	0·07	0·10	0·07	0·08	0·15	0·19	0·11	1st half	142c
0·07	0·06	0·06	0·07	0·06	0·13	0·08	0·12	0·07	0·08	0·10	0·11	0·14	2nd ,,	
0·49	0·28	0·20	0·53	0·60	0·76	0·16	0·54	0·30	0·38	0·34	0·41	0·30	1st half	143c
0·70	0·28	0·25	0·44	0·74	0·74	0·54	0·63	0·40	0·38	0·36	0·43	0·80	2nd ,,	
0·02	0·03	0·01	0·03	0·08	0·02	...	0·06	0·04	0·04	0·03	0·04	0·03	1st half	143A (c)
0·02	0·03	0·02	0·04	0·09	0·01	0·01	0·07	0·04	0·04	0·02	0·03	0·06	2nd ,,	
0·13	0·14	0·19	0·14	0·56	0·04	0·11	0·09	0·23	0·04	0·11	0·12	0·14	1st half	144c
0·13	0·13	0·13	0·23	0·39	0·12	0·14	0·13	0·33	0·10	0·15	0·18	0·27	2nd ,,	
2·56	1·38	1·29	2·55	2·97	3·20	1·70	2·74	1·79	1·58	2·47	3·09	3·11	1st half	145c
2·86	1·32	1·42	2·66	3·21	3·22	1·97	3·24	2·06	1·77	2·48	3·18	4·29	2nd ,,	
169·80	183·37	155·18	144·38	184·60	201·60	167·80	178·77	154·80	...	148·80	183·80	189·28	1st half	†
176·60	177·05	156·54	150·47	189·29	195·81	146·57	204·13	155·44	...	157·87	190·72	197·03	2nd ,,	
...	...	...	...	...	...	...	...	...	333·56	...	...	...	1st half	
...	...	...	...	...	...	...	...	...	340·82	...	...	...	2nd ,,	
Wagon Expenses.														
0·28	0·24	0·15	0·19	0·27	0·20	0·13	0·25	0·30	0·26	0·14	0·14	0·24	1st half	146a
0·22	0·23	0·17	0·25	0·35	0·20	0·10	0·28	0·34	0·33	0·13	0·10	0·35	2nd ,,	
0·60	0·79	0·25	0·62	0·99	1·35	0·22	0·52	0·56	0·27	0·35	0·33	0·51	1st half	147a
0·88	0·60	0·23	0·96	0·97	1·04	0·91	0·76	0·64	0·31	0·36	0·30	0·70	2nd ,,	
1·33	0·77	0·39	1·05	0·86	0·72	0·20	1·03	0·35	0·64	0·23	0·22	0·43	1st half	148a
1·18	0·65	0·31	1·21	1·16	0·90	0·74	0·97	0·61	0·72	0·25	0·22	0·94	2nd ,,	
0·07	0·03	0·02	0·01	0·05	...	...	0·05	0·03	0·02	0·03	0·03	0·05	1st half	148A (a)
0·05	—0·01	...	0·01	0·04	...	...	0·07	0·02	0·05	0·02	0·02	0·08	2nd ,,	
0·46	0·42	0·26	0·30	0·20	0·21	0·36	0·31	0·23	0·24	0·24	0·25	0·17	1st half	149a
0·42	0·35	0·23	0·38	0·26	0·22	0·22	0·32	0·24	0·29	0·18	0·16	0·21	2nd ,,	
0·16	0·04	0·02	0·05	...	...	0·03	0·03	0·02	0·01	0·01	...	0·01	1st half	150a
0·21	0·23	0·01	0·02	—0·04	...	0·04	0·05	0·05	0·06	0·01	...	0·00	2nd ,,	
2·90	2·29	1·09	2·22	2·37	2·48	0·94	2·19	1·49	1·44	1·00	0·97	1·41	1st half	151a
2·96	2·03	0·95	2·83	2·74	2·36	2·01	2·45	1·90	1·76	0·95	0·80	2·28	2nd ,,	
0·81	0·79	0·35	0·44	0·79	0·66	0·32	0·58	0·76	0·61	0·49	0·61	0·65	1st half	146b
0·65	0·61	0·45	0·58	1·04	0·65	0·23	0·68	0·82	0·84	0·48	0·70	1·03	2nd ,,	
5·01	9·17	1·47	5·59	10·70	7·75	1·08	3·04	3·66	2·08	2·28	3·10	3·38	1st half	147b
8·01	7·09	1·49	6·31	9·26	6·49	6·64	1·85	4·06	1·87	2·60	3·55	3·52	2nd ,,	
6·01	3·52	1·47	3·16	3·30	5·38	0·91	3·95	1·41	2·24	1·76	1·96	2·03	1st half	148b
5·14	2·27	1·43	4·38	4·93	6·44	1·48	2·37	2·40	3·06	2·08	3·52	6·80	2nd ,,	
0·20	0·08	0·05	0·01	0·13	...	...	0·11	0·07	0·05	0·11	0·12	0·13	1st half	148A (b)
0·15	—0·04	0·01	0·02	0·12	...	...	0·18	0·07	0·13	0·09	0·14	0·22	2nd ,,	
1·36	1·39	0·61	0·68	0·58	0·69	0·85	0·72	0·58	0·58	0·83	1·14	0·48	1st half	149b
1·25	0·94	0·63	0·89	0·75	0·72	0·50	0·79	0·60	0·73	0·68	1·10	0·62	2nd ,,	
0·45	0·16	0·04	0·13	...	...	0·07	0·06	0·05	0·02	0·03	0·02	0·01	1st half	150b
0·62	0·62	0·02	0·05	—0·11	0·01	0·04	0·12	0·11	0·22	0·02	0·03	0·00	2nd ,,	
8·48	7·55	2·51	5·03	6·75	8·07	2·23	5·07	3·72	3·46	3·50	4·42	3·87	1st half	151b
8·74	5·48	2·57	6·61	8·08	7·79	4·56	5·99	4·64	4·04	3·05	5·50	6·74	2nd ,,	

the Nizam's Guaranteed State railway, which uses Singareni coal.
all other items in the table being calculated upon the aggregate of both coaching and goods vehicle-mileages.

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1898.

TABLE D.—STANDARD

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including the Cawnpore-Burhwal (metre gauge link).	XV. Eastern Bengal.	XVII. East Coast.	Lines worked guaranteed cos. XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	PER TOTAL TRAIN-MILE.											
152*a*	General superintendence (including office expenses)	Annas 1st half	0·55	0·68	0·87	0·71	0·55	0·63	0·99	1·13	0·49	0·62
		2nd ,,	0·56	0·68	1·06	0·89	0·63	0·71	0·97	1·50	0·53	0·68
153*a*	Station staff	,, 1st half	2·20	2·85	1·77	1·60	2·05	2·24	5·66	2·91	2·13	3·29
		2nd ,,	2·22	2·78	2·02	1·94	2·41	2·35	5·23	3·25	2·41	3·57
154*a*	Train staff	,, 1st half	0·92	0·59	0·61	0·56	0·74	(*a*) 0·68	0·82	0·73	1·33	0·60
		2nd ,,	0·94	0·56	0·65	0·64	0·86	(*a*) 0·76	0·78	0·80	1·51	0·66
155*a*	Fuel, lighting, water and general stores	,, 1st half	0·47	0·78	0·48	0·44	0·46	0·55	0·77	0·51	0·48	0·74
		2nd ,,	0·40	0·59	0·47	0·59	0·48	0·52	0·64	0·45	0·53	1·08
156*a*	Clothing	,, 1st half	0·06	...	0·05	0·02	0·05	0·04	0·09	0·08	0·02	0·04
		2nd ,,	0·04	0·03	0·03	0·02	0·13	0·06	0·05	0·06	0·09	0·10
157*a*	Printing, stationery and tickets	,, 1st half	0·17	0·58	0·38	0·31	0·18	0·28	0·31	0·30	0·17	0·39
		2nd ,,	0·19	0·55	0·37	0·34	0·29	0·26	0·31	0·59	0·18	0·52
158*a*	Charges for delivery and collection of goods, etc.	,, 1st half	0·01	...	0·01	...	...	0·01	0·16	0·01	0·02	0·06
		2nd ,,	0·01	...	...	...	...	0·01	0·11	0·01	0·02	...
159*a*	Miscellaneous expenses	,, 1st half	0·04	...	...	0·02	...	...	0·06	...	0·01	0·01
		2nd ,,	0·03	0·06	...	0·02	·01	...	0·08	0·01	0·01	0·02
160*a*	Payments to other lines	,, 1st half	0·07	—0·15	0·39	0·47	0·06	0·16	...	0·13	0·05	0·29
		2nd ,,	0·06	0·33	0·47	0·54	0·09	0·08	0·02	0·13	0·07	0·28
161*a*	Other charges (net)	,, 1st half	0·01	...	0·05	0·01	0·04	0·01	...	0·03	0·07	...
		2nd ,,	0·01	0·02	0·02	0·01	0·04	0·01	...	0·03	0·07	0·04
162*a*	Total traffic expenses	,, 1st half	4·50	5·33	4·61	4·04	4·13	4·56	8·86	5·83	4·77	6·04
		2nd ,,	4·45	5·60	5·09	4·99	4·94	4·71	8·19	6·83	5·42	6·95
	PER CENT. ON TRAFFIC EARNINGS.											
	(*Abstracts H and I of Revenue Accounts.*)											
152*b*	General superintendence (including office expenses)†	Per cent. 1st half	0·77	1·72	1·53	1·24	0·83	1·17	1·61	2·37	0·80	0·58
		2nd ,,	0·84	1·71	2·45	1·64	1·10	1·49	1·34	3·77	0·96	0·77
153*b*	Station staff	,, 1st half	3·05	7·24	3·12	2·80	3·15	4·16	9·15	6·05	3·48	3·08
		2nd ,,	3·31	6·97	4·67	3·57	4·21	4·93	7·22	8·16	4·38	4·08
154*b*	Train staff	,, 1st half	1·28	1·49	1·07	0·98	1·14	(*a*) 1·28	1·31	1·52	2·17	0·56
		2nd ,,	1·39	1·40	1·50	1·17	1·50	(*a*) 1·59	1·07	2·02	2·75	0·76
155*b*	Fuel, lighting, water and general stores	,, 1st half	0·65	1·98	0·85	0·78	0·70	1·02	1·24	1·06	0·78	0·70
		2nd ,,	0·59	1·49	1·07	1·08	0·85	1·09	0·89	1·13	0·96	1·23
156*b*	Clothing	,, 1st half	0·09	0·01	0·09	0·03	0·08	0·07	0·14	0·17	0·03	0·04
		2nd ,,	0·07	0·08	0·06	0·03	0·23	0·13	0·06	0·15	0·15	0·12
157*b*	Printing, stationery and tickets	,, 1st half	0·24	1·46	0·68	0·36	0·28	0·52	0·50	0·63	0·28	0·37
		2nd ,,	0·28	1·39	0·86	0·63	0·52	0·54	0·43	1·48	0·33	0·59
158*b*	Charges for delivery and collection of goods, etc.	,, 1st half	0·02	...	0·01	0·01	...	0·02	0·27	0·02	0·03	0·05
		2nd ,,	0·02	...	0·01	...	...	0·02	0·16	0·03	0·04	...
159*b*	Miscellaneous expenses	,, 1st half	0·05	0·01	...	0·04	...	...	0·09	0·01	0·02	0·01
		2nd ,,	0·04	0·15	...	0·03	0·01	...	0·11	0·01	0·02	0·02
160*b*	Payments to other lines	,, 1st half	0·10	—0·37	0·69	0·83	0·09	0·29	...	0·27	0·09	0·28
		2nd ,,	0·09	0·82	1·10	0·99	0·15	0·17	0·03	0·33	0·12	0·33
161*b*	Other charges (net)	,, 1st half	0·01	...	0·08	0·01	0·06	0·01	0·01	0·06	0·11	...
		2nd ,,	0·01	0·05	0·05	0·01	0·07	0·03	0·01	0·07	0·13	0·05
162*b*	Total traffic expenses	,, 1st half	6·26	13·54	8·12	7·08	6·33	8·44	14·32	12·16	7·79	5·67
		2nd ,,	6·64	14·06	11·77	9·17	8·64	9·89	11·32	17·15	9·84	7·95
†	General superintendence per cent. on traffic earnings (including steam-boat)	Per cent. 1st half	0·76	1·72	1·53	1·24	0·84	1·17	1·52	2·31	0·80	0·58
		2nd ,,	0·84	1·71	2·45	1·64	1·10	1·49	1·28	3·68	0·96	0·77

(*a*) Standard gauge only.

A—continued.

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.												
BY COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharlla (2′ 6″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·89	0·76	0·49	0·63	0·80	0·50	1·37	0·74	0·80	0·72	0·68	0·66	0·99	1st half	152a
0·95	0·76	0·70	0·85	1·00	0·50	1·35	0·77	0·86	0·93	0·57	0·48	1·47	2nd ,,	
2·43	1·91	1·31	1·85	1·80	1·71	2·77	2·77	2·97	1·32	1·34	1·52	2·90	1st half	153a
2·39	1·83	1·42	2·11	2·20	1·64	2·18	2·65	3·48	1·68	1·23	1·41	2·99	2nd ,,	
0·77	0·75	0·45	0·56	0·58	0·41	0·86	0·71	0·47	0·34	0·19	0·19	0·43	1st half	154a
0·75	0·74	0·52	0·70	0·73	0·38	0·65	0·73	0·51	0·41	0·18	0·15	0·50	2nd ,,	
0·50	0·37	0·37	0·54	0·48	0·52	0·83	0·53	0·37	0·40	0·39	0·39	0·51	1st half	155a
0·55	0·49	0·34	0·58	0·61	0·49	0·63	0·53	0·44	0·45	0·28	0·21	0·54	2nd ,,	
0·07	0·02	0·04	0·08	0·18	0·03	0·10	0·06	0·03	0·03	...	...	0·03	1st half	156a
0·07	0·03	0·03	0·07	0·06	0·09	0·04	0·13	0·03	0·05	0·01	0·01	0·13	2nd ,,	
0·45	0·26	0·37	0·24	0·35	0·57	0·55	0·30	0·24	0·31	0·26	0·28	0·40	1st half	157a
0·47	0·26	0·24	0·27	0·41	0·54	0·89	0·47	0·23	0·39	0·31	0·29	0·46	2nd ,,	
0·02	...	0·08	...	...	...	...	...	...	...	...	...	...	1st half	158a
0·02	...	0·20	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·04	0·03	0·02	0·02	0·04	0·02	0·05	0·02	...	0·03	0·01	...	0·01	1st half	159a
0·03	0·03	0·05	0·02	0·05	0·01	0·03	0·03	...	0·04	0·00	0·01	0·01	2nd ,,	
0·08	0·32	...	0·15	0·28	0·07	...	...	...	0·38	0·05	...	0·20	1st half	160a
0·10	0·38	...	0·24	0·37	0·08	...	...	...	0·60	0·06	...	0·23	2nd ,,	
0·05	...	0·07	0·01	—0·01	0·02	0·01	0·01	0·15	...	...	...	0·01	1st half	161a
0·09	...	0·22	0·01	...	...	0·01	0·01	0·22	0·00	...	...	0·02	2nd ,,	
5·30	4·42	3·20	4·08	4·50	3·85	6·54	5·14	5·03	3·53	2·92	3·04	5·46	1st half	162a
5·42	4·52	3·72	4·85	5·43	3·73	4·98	5·32	4·77	4·55	2·64	2·47	6·37	2nd ,,	
1·28	1·06	1·11	1·10	1·89	1·23	2·63	1·38	1·66	1·71	1·25	1·72	1·73	1st half	152b
1·52	1·20	1·96	1·46	2·46	1·34	3·05	1·83	1·65	2·23	1·06	1·46	3·18	2nd ,,	
3·48	2·64	2·94	3·25	4·27	4·24	5·33	5·22	6·17	3·12	2·45	3·07	5·06	1st half	153b
3·81	2·94	3·97	3·65	5·39	4·37	5·78	6·26	4·72	4·04	2·27	4·28	6·48	2nd ,,	
1·10	1·04	1·01	0·99	1·37	1·01	1·66	1·34	0·97	0·82	0·36	0·49	0·70	1st half	154b
1·19	1·19	1·45	1·21	1·78	1·02	1·73	1·72	0·97	0·99	0·34	0·47	1·08	2nd ,,	
0·72	0·51	0·82	0·95	1·14	1·29	1·60	1·00	0·77	0·95	0·71	1·02	0·88	1st half	155b
0·88	0·78	0·96	1·00	1·50	1·29	1·66	1·36	0·83	1·08	0·51	0·63	1·19	2nd ,,	
0·11	0·03	0·09	0·14	0·44	0·07	0·19	0·12	0·05	0·07	...	...	0·05	1st half	156b
0·11	0·06	0·07	0·12	0·16	0·25	0·12	0·31	0·06	0·11	0·02	0·02	0·32	2nd ,,	
0·64	0·35	0·83	0·42	0·82	1·40	1·05	0·56	0·50	0·73	0·48	0·73	0·70	1st half	157b
0·76	0·42	0·67	0·47	1·00	1·44	0·77	1·10	0·44	0·93	0·57	0·63	1·00	2nd ,,	
0·02	...	0·19	...	...	...	...	...	...	...	...	...	...	1st half	158b
0·03	...	0·56	...	...	...	...	...	...	...	...	...	...	2nd ,,	
0·05	0·04	0·05	0·03	0·11	0·06	0·09	0·04	0·01	0·07	0·01	...	0·02	1st half	159b
0·05	0·05	0·14	0·03	0·13	0·03	0·08	0·07	0·03	0·09	0·01	0·01	0·03	2nd ,,	
0·12	0·44	...	0·26	0·66	0·18	...	...	...	0·89	0·08	...	0·35	1st half	160b
0·16	0·61	0·01	0·43	0·90	0·20	...	...	...	1·43	0·11	...	0·51	2nd ,,	
0·08	...	0·16	0·02	—0·01	0·05	0·01	0·03	0·31	...	...	...	0·02	1st half	161b
0·14	...	0·60	0·02	0·01	...	0·01	0·04	0·43	0·01	...	...	0·04	2nd ,,	
7·60	6·11	7·20	7·16	10·69	9·53	12·56	9·69	10·44	8·36	5·34	7·93	9·51	1st half	162b
8·65	7·25	10·39	8·39	13·33	9·94	13·20	12·89	9·13	10·91	4·89	7·50	13·83	2nd ,,	
1·28	1·06	1·02	1·10	1·89	1·23	2·63	1·38	1·52	1·71	1·25	1·72	1·73	1st half	†
1·52	1·20	1·79	1·46	2·46	1·34	3·05	1·83	1·50	2·23	1·06	1·46	3·18	2nd ,,	

APPENDIX

STATISTICS OF INDIAN RAILWAYS

Half-years ended the 30th June and the 31st December 1898.

TABLE E.—GENERAL

STANDARD

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand, including the Gawnpore-Burhwal (metre gauge) line.	XV. Eastern Bengal.	XVII. East Coast.	Lines worked guaranteed com XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda, and Central India railway system.
	PER TOTAL TRAIN-MILE.											
163a	Home expenditure . . *Annas*	1st half	(a)0·33	1·73	1·17	(a)0·96	0·64	0·13	0·27	...	0·14	0·26
		2nd „	(a)0·33	1·62	1·55	(a)1·09	...	...	...	...	0·18	0·41
164a	Agent's office—salaries and expenses „	1st half	0·13	0·94	0·38	0·37	0·15	0·28	0·36	0·67	0·16	0·21
		2nd „	0·14	0·96	0·53	0·47	0·20	0·25	0·39	0·73	0·19	0·24
165a	Audit, accounts, and pay office „ „	1st half	0·48	1·23	0·82	0·92	0·51	0·77	0·81	1·61	0·53	0·90
		2nd „	0·49	1·19	1·08	1·9	0·61	0·81	0·79	1·92	0·65	0·98
166a	Stores department „ „	1st half	0·20	0·11	0·18	0·26	0·14	0·17	0·09	0·46	0·16	0·32
		2nd „	0·21	0·10	0·26	0·32	0·18	0·18	0·09	0·54	0·19	0·43
167a	Medical „ „ „	1st half	0·14	0·09	0·21	0·12	0·10	0·12	0·18	0·26	0·11	0·18
		2nd „	0·14	0·09	0·25	0·15	0·11	0·13	0·18	0·32	0·11	0·21
168a	Rents and miscellaneous „ „	1st half	0·17	0·20	0·22	0·20	0·15	0·14	0·21	0·58	0·11	0·27
		2nd „	0·18	0·53	0·26	0·34	0·18	0·14	0·14	0·54	0·12	0·30
169a	Police . . . . . „	1st half	0·21	0·20	0·21	0·33	0·15	0·16	0·14	0·21	0·22	0·31
		2nd „	0·21	0·23	0·29	0·37	0·19	0·17	0·14	0·25	0·26	0·39
170a	Advertising . . . . . „	1st half	0·01	0·05	0·03	0·01	...	0·01	0·02	0·02	0·01	0·01
		2nd „	0·01	0·05	0·03	0·01	0·01	0·01	0·04	0·02	0·02	0·02
171a	Electric telegraph . . . . „	1st half	0·46	0·71	0·98	0·66	0·61	0·67	0·89	1·27	0·55	0·70
		2nd „	0·57	0·74	1·20	0·85	0·72	0·74	0·86	1·56	0·64	0·83
172a	Other charges (net) . . . . „	1st half	...	...	0·01	...	0·01	0·01	...	...	0·09	0·10
		2nd „	...	...	—0·01	...	0·02	0·01	...	0·01	0·10	0·15
173a	Total general charges . . . „	1st half	2·13	5·76	4·21	3·83	1·86	2·46	2·97	5·08	2·08	3·26
		2nd „	2·29	5·51	5·46	4·69	2·22	2·44	2·54	5·89	2·44	3·96
	PER CENT. ON TOTAL EARNINGS.											
163b	Home expenditure . . . *Per cent.*	1st half	(a)0·45	3·78	1·85	(a) 1·64	0·06	0·23	0·45	...	0·23	0·24
		2nd „	(a)0·49	3·93	3·19	(a)1·94	...	...	...	...	0·32	0·45
164b	Agent's office—salaries and expenses „	1st half	0·18	2·05	0·61	0·64	0·22	0·48	0·61	1·30	0·26	0·19
		2nd „	0·20	2·34	1·13	0·85	0·34	0·48	0·45	1·72	0·35	0·26
165b	Audit, accounts, and pay office „ „	1st half	0·66	2·68	1·30	1·58	0·77	1·31	1·36	3·14	0·86	0·83
		2nd „	0·72	2·89	2·22	1·95	1·05	1·55	1·17	4·46	1·12	1·07
166b	Stores department „ „	1st half	0·27	0·23	0·29	0·45	0·22	0·28	0·16	0·99	0·26	0·29
		2nd „	0·30	0·25	0·53	0·57	0·31	0·35	0·13	1·26	0·34	0·47
167b	Medical „ „ „	1st half	0·19	0·20	0·33	0·26	0·14	0·21	0·30	0·51	0·17	0·16
		2nd „	0·21	0·22	0·50	0·26	0·19	0·25	0·27	0·75	0·20	0·23
168b	Rents and miscellaneous „ „	1st half	0·23	1·52	0·36	0·34	0·22	0·25	0·35	0·15	0·18	0·24
		2nd „	0·28	1·31	0·54	0·62	0·30	0·27	0·21	1·26	0·22	0·32
169b	Police . . . . . „	1st half	0·29	0·43	0·33	0·57	0·23	0·27	0·24	0·41	0·36	0·28
		2nd „	0·31	0·55	0·60	0·67	0·33	0·32	0·22	0·58	0·46	0·42
170b	Advertising . . . . . „	1st half	0·01	0·11	0·05	0·02	0·01	0·02	0·03	0·04	0·01	0·01
		2nd „	0·02	0·11	0·07	0·02	0·01	0·03	0·05	0·04	0·03	0·03
171b	Electric telegraph . . . . „	1st half	0·63	1·55	1·56	1·14	0·91	1·14	1·51	2·47	0·89	0·64
		2nd „	0·83	1·79	2·47	1·53	1·24	1·41	1·27	3·63	1·15	0·91
172b	Other charges (net) . . . . „	1st half	0·01	...	0·01	...	0·01	0·01	...	...	0·15	0·10
		2nd „	0·01	...	—0·03	...	0·03	0·02	...	0·02	0·19	0·16
173b	Total general charges . . . „	1st half	2·92	12·55	6·69	6·58	2·79	4·20	5·01	9·92	3·37	2·98
		2nd „	3·26	13·39	11·22	8·41	3·80	4·68	3·77	13·72	4·38	4·33
	PER CENT. ON GROSS EARNINGS.										Table G.—Special and Miscellaneous	
174	Law charges . . . *Per cent.*	1st half	0·02	0·15	...	...	...	...	0·01	...	...	0·02
		2nd „	0·04	0·29	0·03	...	...	0·01	0·01	0·01	0·04	...
175	Compensation . . . . . „	1st half	0·09	0·12	0·01	0·07	0·07	0·04	0·42	0·02	0·01	0·31
		2nd „	0·13	0·13	0·05	0·09	—0·01	0·07	0·45	...	0·05	0·48
176	Rates and taxes . . . . . „	1st half	0·14	0·24	0·01	0·01	0·04	0·02	0·19	0·29	0·13	0·20
		2nd „	0·15	0·27	0·02	0·01	0·08	0·04	0·20	0·10	0·19	0·23
177	Payments to other lines . . „	1st half	1·89	5·20	1·04	3·97	0·24	2·31	0·62	...	1·47	0·41
		2nd „	1·52	4·59	1·48	3·22	0·34	1·55	1·01	0·21	1·40	0·31
178	Other charges (net) . . . . „	1st half	0·24	0·39	0·62	0·47	0·63	0·36	0·74	0·68	0·16	0·30
		2nd „	0·16	0·43	0·17	1·25	0·79	0·70	0·65	0·86	0·47	0·34
179	Total special and miscellaneous expenses . . . . „	1st half	2·38	6·10	1·68	3·52	0·98	2·83	1·98	0·99	1·77	1·44
		2nd „	2·00	5·71	1·75	4·57	1·20	2·37	2·32	1·18	2·15	1·36

(a) Including cost of Government controlling establishment.

A—continued.

RAILWAYS—(Part II) —*continued.*

EXPENSES —*concluded.*

CHARGES.

Half-years ended the 30th June and the 31st December 1898.

GAUGE.		METRE GAUGE.													
PANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
										LXXI. Jodhpur-Bikaner.		LXXIII.		
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharla (2'6" gauge) branch.	LVII. Rohilkund and Kumaon railway system.	Jodhpur section.	Bikaner section.	Bhávnagar-Gondal-Junágad-Porbandar railway system.		
0·48	0·77	(*a*)0·62	0·47	0·98	(*a*)0·80	2·05	0·81		(*a*)1·00	...	...	0·16	1st half	163*a*
0·41	0·85	(*a*)0·65	0·64	1·26	(*a*)0·76	1·62	0·82		(*a*)1·71	...	...	0·26	2nd ,,	
0·34	0·39	0·14	0·12	0·29	0·22	1·11	0·46		0·41	...	...	0·72	1st half	164*a*
0·34	0·39	0·14	0·19	0·40	0·21	0·73	0·02		0·59	...	...	1·29	2nd ,,	
0·91	1·23	0·67	0·55	0·85	0·67	2·67	0·59		0·87	0·84	0·64	1·33	1st half	165*a*
0·89	1·20	0·77	0·67	1·19	0·66	1·94	0·45		1·20	0·82	0·53	1·88	2nd ,,	
0·14	0·25	0·07	0·24	0·21	0·19	0·53	0·21		0·23	0·15	0·15	0·25	1st half	166*a*
0·15	0·09	0·07	0·26	0·27	0·20	0·39	0·17		0·32	0·13	0·11	0·39	2nd ,,	
0·20	0·27	0·08	0·13	0·18	0·45	0·51	0·11		0·09	0·08	0·04	0·31	1st half	167*a*
0·19	0·25	0·09	0·18	0·20	0·14	0·49	0·15		0·12	0·07	0·03	0·38	2nd ,,	
0·15	0·46	0·15	0·18	0·19	0·21	0·31	0·19		0·24	0·06	0·16	0·31	1st half	168*a*
0·11	0·45	0·16	0·20	0·28	0·15	0·21	0·22		0·38	0·05	0·10	0·42	2nd ,,	
0·23	0·52	0·25	0·32	1·28	0·21	0·42	1·25		0·22	0·01	0·08	0·72	1st half	169*a*
0·24	0·60	0·25	0·37	0·60	0·19	0·34	0·37		0·49	0·01	0·05	1·05	2nd ,,	
0·04	0·01	0·01	...	0·04	0·01	0·01	0·04		0·01	...	...	...	1st half	170*a*
0·04	0·01	0·01	0·01	0·02	0·01	0·02	0·01		0·02	...	...	0·05	2nd ,,	
0·91	0·63	0·52	0·80	1·10	0·56	1·45	0·75		0·68	0·68	0·63	1·00	1st half	171*a*
0·88	0·63	0·68	1·03	1·39	0·53	1·18	0·80		0·91	0·66	0·41	1·33	2nd ,,	
0·22	0·01	...	...	...	—0·01	...	0·01		...	...	...	...	1st half	172*a*
0·18	...	0·26	...	0·01	...	...	0·01		...	...	...	...	2nd ,,	
3·62	4·54	2·61	2·81	5·12	3·01	9·06	4·36		3·75	1·82	1·70	4·88	1st half	173*a*
3·43	4·47	3·08	3·55	5·53	2·85	6·92	3·02		5·74	1·68	1·23	7·05	2nd ,,	
0·68	1·05	(*a*)1·23	0·81	2·28	(*a*)1·92	3·83	1·49	Included with the standard gauge.	(*a*)2·14	...	...	0·28	1st half	163*b*
0·64	1·32	(*a*)1·58	1·07	3·03	(*a*)1·98	4·17	1·90		(*a*)3·60	...	...	0·54	2nd ,,	
0·48	0·53	0·27	0·21	0·69	0·51	2·08	0·74		0·86	...	...	1·23	1st half	164*b*
0·53	0·61	0·35	0·32	0·96	0·56	1·89	0·04		1·24	...	...	2·72	2nd ,,	
1·27	1·68	1·34	0·95	1·97	1·60	5·00	1·09		1·86	1·50	1·50	2·27	1st half	165*b*
1·40	1·87	1·89	1·13	2·63	1·72	5·00	1·06		2·51	1·50	4·50	3·95	2nd ,,	
0·20	0·34	0·14	0·41	0·49	0·46	0·99	0·38		0·48	0·28	0·35	0·43	1st half	166*b*
0·23	0·14	0·18	0·45	0·64	0·50	1·01	0·39		0·66	0·24	0·32	0·81	2nd ,,	
0·28	0·37	0·17	0·23	0·42	0·35	0·93	0·22		0·19	0·14	0·10	0·53	1st half	167*b*
0·30	0·40	0·22	0·30	0·48	0·36	1·29	0·36		0·25	0·13	0·08	0·79	2nd ,,	
0·21	0·63	0·31	0·31	0·44	0·49	0·58	0·35		0·52	0·11	0·38	0·55	1st half	168*b*
0·17	0·69	0·40	0·34	0·67	0·41	0·53	0·45		0·79	0·08	0·29	0·88	2nd ,,	
0·33	0·71	0·50	0·55	3·00	0·49	0·79	2·32		0·46	0·02	0·18	1·22	1st half	169*b*
0·37	0·94	0·60	0·63	1·45	0·49	0·86	0·86		1·03	0·02	0·15	2·21	2nd ,,	
0·04	0·01	0·01	...	0·10	0·02	0·02	0·08		0·01	...	...	...	1st half	170*b*
0·06	0·01	0·02	0·02	0·03	0·03	0·06	0·03		0·04	...	...	0·11	2nd ,,	
1·28	0·86	1·24	1·38	2·56	1·33	2·72	1·39		1·46	1·20	1·46	1·71	1st half	171*b*
1·38	0·97	1·66	1·74	3·34	1·39	3·05	1·86		1·94	1·09	1·17	2·79	2nd ,,	
0·32	0·01	...	...	0·01	—0·02	...	0·02		...	...	...	...	1st half	172*b*
0·29	...	0·64	...	0·01	...	...	0·02		...	...	...	...	2nd ,,	
5·09	6·19	5·21	4·85	11·96	7·15	16·96	8·08		7·98	3·25	3·97	8·20	1st half	173*b*
5·37	6·95	7·54	6·00	13·26	7·44	17·83	6·97		12·06	3·06	3·51	14·80	2nd ,,	
Expenses														
0·02	0·03	0·03	...	0·01	...	0·08	...		0·07	...	...	0·05	1st half	174
0·03	0·07	0·04	...	0·02	...	0·02	—0·01		0·03	...	...	0·08	2nd ,,	
0·04	0·04	0·10	0·03	0·03	0·02	0·25	0·06		0·08	...	...	0·03	1st half	175
0·06	—0·03	0·07	0·09	0·08	0·03	0·20	0·02		0·20	...	0·01	0·06	2nd ,,	
0·19	...	0·05	0·02	0·10	0·27	0·18	0·44		0·02	...	...	...	1st half	176
0·23	0·01	0·08	0·02	0·17	0·21	0·16	0·31		0·01	...	...	...	2nd ,,	
...	0·75	0·04	0·03	0·21	...	...	...		0·09	1·15	0·11	0·11	1st half	177
0·01	0·50	0·04	0·02	0·38	0·10	...	0·31		0·36	2·54	2·22	0·22	2nd ,,	
0·51	1·72	1·40	0·57	1·29	0·61	0·43	0·63		6·30	0·26	0·21	1·05	1st half	178
0·55	0·78	2·80	0·65	2·04	0·94	0·64	0·71		8·18	0·23	0·17	1·21	2nd ,,	
0·76	2·54	1·62	0·65	1·64	0·90	0·94	1·15		6·56	1·41	0·32	1·24	1st half	179
0·88	1·33	3·03	0·78	2·69	1·28	1·08	1·03		8·78	2·77	2·40	1·57	2nd ,,	

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1898.

EXTRACT FROM TABLES PRINTED

STANDARD

Progressive number.	Headings.	1898.	State lines worked by companies. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland railway system.	State lines worked by the State. XII. North Western railway system, excluding military lines.	XIV. Oudh and Rohilkhand.	XV. Eastern Bengal.	XVII. East Coast.	Lines worked by TEED COM XIX. Great Indian Peninsula railway system.	XX. Bombay, Baroda and Central India railway system.
	FROM APPENDIX I.											
180	Average number of locomotives on the line . . . . . *No.*	1st half	640	23	109	125	499	162	104	50	605	163
		2nd ,,	641	22	109	125	490	157	104	53	605	174
181	Average miles run per locomotive per diem . . . . . *Miles*	1st half	75·11	53·23	59·10	53·61	63·73	54·18	70·44	63·63	53·29	59·95
		2nd ,,	70·39	53·55	49·17	44·34	53·77	53·37	70·91	49·90	43·60	46·03
	lbs. coal per engine-mile (coal-burning engines)—											
182	Coaching . . . . . *lbs.*	1st half										46·52
		2nd ,,										45·95
183	Goods . . . . . ,,	1st half	50·17	43·92	44·51	41·35	41·83	34·98	30·86	41·26	40·00	57·92
		2nd ,,	49·88	36·29	41·63	40·82	40·79	34·10	31·99	36·08	39·00	53·85
184	Mixed . . . . . ,,	1st half										42·22
		2nd ,,										39·44
	lbs. wood per engine-mile (wood-burning engines)—											
185	Coaching . . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching . . . . . *Tons*	1st half	183·16	122·27	130·72	132·08	236·83	187·78	152·73	168·41	146·78	163·32
		2nd ,,	178·40	180·32	128·30	132·75	217·55	173·32	166·51	122·54	152·80	158·10
189	Goods . . . . . ,,	1st half	423·75	183·40	377·44	439·33	374·90	299·41	351·36	211·03	314·26	491·93
		2nd ,,	416·53	164·82	245·47	313·31	332·57	253·90	451·05	116·89	316·77	447·17
190	Mixed . . . . . ,,	1st half	226·59	158·95	300·81	184·91	237·21	243·43	201·79	262·17	...	170·02
		2nd ,,	226·05	200·00	281·41	259·37	256·47	238·38	209·68	195·37	...	182·64
	Average through speed of trains—											
191	Coaching . . . . *Miles per hour*	1st half	(*a*) 20·00	18·00	27·30	26·61	22·18	25·55	18·26	14·60	23·16	20·42
		2nd ,,	(*b*) 20·00	18·00	27·30	26·61	22·38	29·53	18·26	14·03	23·41	20·42
192	Goods . . . . ,,	1st half	11·00	12·00	9·95	11·37	12·01	6·48	12·15	10·57	10·73	9·96
		2nd ,,	(*c*) 11·00	11·00	9·79	11·37	11·85	8·97	12·15	11·68	11·04	10·07
193	Mixed . . . . ,,	1st half	18·06	14·00	14·84	16·45	14·93	13·47	13·76	14·60	14·33	14·93
		2nd ,,	18·00	14·00	13·02	16·45	14·73	13·96	13·76	14·03	14·88	15·26
	FROM APPENDIX II.											
194	Average mileage *per diem* of coaching vehicles, including brakes . *Miles*	1st half	233,005	9,844	42,449	39,128	191,361	60,913	42,671	24,612	144,550	49,562
		2nd ,,	227,519	9,453	38,710	37,886	189,750	60,694	41,101	20,906	152,455	52,439
195	Goods ditto ditto . ,,	1st half	762,908	4,705	87,380	95,120	502,343	105,283	61,885	30,467	432,628	190,038
		2nd ,,	679,891	8,440	55,255	63,769	360,510	86,840	91,365	16,216	298,712	120,738
	Average lead of passengers . *Miles*	1st half	59·73	22·72	48·76	74·42	54·38(*d*)	44·61	25·92	38·69	30·09	16·23
		2nd ,,	62·97	22·42	48·13	73·68	50·84(*d*)	43·86	25·61	38·15	32·67	17·66
	Average lead of goods ,,	1st half	212·67	57·50	111·37	211·23	238·73(*d*)	107·91	97·09	112·78	268·33	152·37
		2nd ,,	206·29	65·34	90·38	132·80	181·37(*d*)	97·29	79·40	87·17	253·52	140·85
	Total tonnage of goods lifted Tons	1st half	4,283,682	57,433	808,859	386,084	2,451,801(*d*)	885,021	588,285	315,129	1,636,610	1,351,693
		2nd ,,	3,958,121	70,962	640,651	383,688	2,076,314(*d*)	729,145	924,615	182,350	1,199,248	845,727

(*a*) Mail and passenger trains.
(*b*) Passenger trains. The average through speed of mail trains is 33·30 miles per hour.
(*c*) The through speed of express goods trains is 17·00 miles per hour.
(*d*) Entire system.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

IN APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 1898.

GAUGE.	METRE GAUGE.												
GUARANTEE COMPANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXI. Madras railway system.	XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western railway system.	XLII. Rajputana-Malwa railway system.	XLIV. Southern Mahratta railway system.	XLVII. South Indian railway system.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharia (2′ 6″ gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner.		LXXIII. Bhávnagar-Gondal-Junagad-Porbandar railway system.		
										Jodhpur section.	Bikaner section.			
161	50	127	416	192	206	37	140	88	26	17		29	1st half	180
161	50	150	418	174	202	36	148	88	26	17		23	2nd „	
53·35	58·27	59·31	49·77	48·51	54·28	37·28	70·91	69·67	73·84	64·28		69·26	1st half	181
52·76	59·17	49·22	38·88	41·08	56·13	46·74	62·97	66·85	54·92	75·32		66·17	2nd „	
	...		27·96		21·62		30·52		...				1st half	182
	44·19		28·99		24·65		32·07		...				2nd „	
41·85	62·91	25·90	29·78	31·38	23·26	33·80	25·88	22·02	...	26·84	26·84	29·54	1st half	183
42·83	65·20	23·35	28·26	30·80	23·89	27·89	27·20	22·30	...	28·51	25·11	27·45	2nd „	
	...		20·41		22·26		33·31		...				1st half	184
	60·58		20·40		26·43		34·66		...				2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	185
...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...	...	...	...	...	...	...	...	1st half	186
...	...	...	...	...	...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...	...	...	...	50·70	...	...	...	1st half	187
...	...	...	...	...	...	...	...	...	49·94	...	...	...	2nd „	
140·95	130·83	136·46	102·73	93·50	67·64	182·50	105·68	108·13	(f)	101·54	107·06	56·24	1st half	188
130·28	130·73	126·45	106·40	91·93	61·22	116·89	107·71	110·43	(f)	102·62	72·37	60·01	2nd „	
306·59	318·99	159·75	223·87	266·48	93·31	159·94	258·29	194·49	(f)	166·48	165·55	169·28	1st half	189
320·27	345·46	149·72	217·76	263·76	96·29	152·38	158·63	210·23	(f)	164·04	140·45	167·79	2nd „	
293·14	368·02	165·87	126·16	199·97	197·52	207·70	178·56	137·12	(f)	121·45	80·76	127·40	1st half	190
283·81	355·58	143·98	133·34	194·59	190·10	187·70	161·71	134·20	(f)	123·32	65·96	118·31	2nd „	
19·95	22·86	17·50	18·73	16·31	18·00	...	16·23	17·45	...	...	...	20·51	1st half	191
19·95	22·86	17·50	18·73	16·31	18·00	...	16·43	17·45	...	...	...	20·53	2nd „	
12·38	11·11	11·00	9·51	8·30	9·50	...	11·02	11·17	11·02	10·37	11·56	10·93	1st half	192
12·38	10·28	11·00	9·51	8·30	9·50	...	11·02	11·17	10·85	10·37	11·56	10·93	2nd „	
10·80	13·84	12·15	14·12	12·81	12·00	11·75	13·70	12·90	12·41	12·05	12·85	12·29	1st half	193
10·80	13·57	12·15	14·12	12·81	12·00	12·30	13·70	12·90	13·37	12·05	12·85	12·29	2nd „	
51,619	13,579	62,359	124,479	48,819	102,440	14,047	90,083	46,921	12,834	8,932	839	17,738	1st half	194
45,883	13,456	58,680	132,700	42,061	198,215	12,234	88,747	45,877	12,247	8,877	1,025	17,209	2nd „	
102,500	49,734	94,873	379,001	137,475	79,248	15,246	138,243	76,948	26,590	12,051	1,338	24,894	1st half	195
105,748	56,355	81,665	238,037	94,703	84,608	26,665	110,404	73,753	15,937	18,932	1,728	12,070	2nd „	
30·68	47·95	34·30	45·57	40·75	(e)32·28	35·60	28·82	36·57	35·06	57·51	35·82	34·35	1st half	
30·19	48·83	33·18	50·06	42·68	(e)30·91	33·52	27·17	36·07	33·31	56·74	37·55	34·08	2nd „	
111·69	147·37	123·64	220·87	161·17	(e)51·46	48·88	107·10	142·52	64·24	118·96	47·76	62·99	1st half	
106·94	147·33	117·57	207·12	149·01	(e)52·00	51·32	112·50	87·38	63·29	85·09	40·50	50·37	2nd „	
686,970	398,437	524,158	1,168,397	528,834	(e)820,176	224,975	650,802	246,661	197,496	54,131	12,731	174,696	1st half	
712,450	398,124	495,096	805,502	400,809	(e)857,692	235,523	456,710	386,260	117,328	95,095	23,825	98,406	2nd „	

(e) Excluding the Pondicherry and Káraikkal-Peralam railways.
(f) Information not furnished.

APPENDIX

STATISTICS OF INDIAN STANDARD

Half-years ended the 30th June and the 31st December 1898.

EXTRACT FROM TABLE PRINTED

Progressive number.	HEADINGS.	1898.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal Central.	III. Bengal-Nágpur.	IV. Indian Midland only.	STATE LINES WORKED BY THE STATE. XII. North Western railway system.	XIV. Oudh and Rohilkhand.	XV. Eastern Bengal only.	XVII. East Coast.	LINES WORKED BY GUARANTEED COMPANIES. XIX. Great Indian Peninsula only.	XX. Bombay, Baroda and Central India only.	XXI. Madras railway system. (g)
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . *Years*	1st half	10·23	(b)12·05	(b) 4·28	15·00	(b) 7·01	7·14	9·50	(b) 3·92	(e)	(f) 8·72	(h) 8·31
		2nd „	10·33	(b)11·99	(b) 4·17	15·50	(b) 7·40	7·59	9·00	(b) 4·40	(e)	(f) 8·66	(h) 8·30
197	Iron . . „	1st half	(a) 9·06	...	(c) 7·36	9·00	(d)11·42	(d) 15·79	(d) 6·50	(c) 4·49	(e)	15·23	26·65
		2nd „	(a) 9·24	...	(c) 6·84	9·50	11·79	(d) 16·08	6·50	(c) 4·97	(e)	15·34	27·08
	Percentage of removals—												
198	Wood . *Per cent.*	1st half	3·23	(b)3·48	(b) 5·60	19·71	(b) 3·64	0·27	7·31	(b) 0·65	6·31	(f)5·01	(h) 3·02
		2nd „	3·48	(b)3·55	(b) 3·42	0·19	(b) 1·81	0·96	5·68	(b) 0·40	8·12	(f) 4·80	(h) 3·12
199	Iron . . . „	1st half	(a) 1·95	...	(c) 0·23	0·02	(d) 3·58	(d) 0·69	(d) 1·15	(c) 0·75	1·44	0·99	0·32
		2nd „	(a) 2·22	...	(c) 0·02	0·01	0·79	(d) 0·90	0·70	(c) 0·03	1·25	2·11	0·15

(a) Average age and percentage of removals of "Denham-Olpherts'" iron sleepers only.
(b) Excluding longitudinal sleepers.
(c) Steel sleepers.
(d) Total iron and steel sleepers.
(e) Information not furnished.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.*

Half-years ended the 30th June and the 31st December 1898.

GAUGE.	METRE GAUGE.													
[illegible]E OWNED BY [illegible]TIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1898.	Progressive number.
XXXIII. The Nizam's Guaranteed State railway system.	XL. Bengal and North-Western. Tirhoot section.	XL. Bengal and North-Western. Company's section.	XLII. Rajputana-Malwa only.	XLV. Southern Mahratta railway system.	XLVII. South Indian only.	XLIX. Assam-Bengal.	L. Burma.	LI. Eastern Bengal, including the Kaunia-Dharila (2' 6" gauge) branch.	LVII. Rohilkund and Kumaon railway system.	LXXI. Jodhpur-Bikaner. Jodhpur section.	LXXI. Jodhpur-Bikaner. Bikaner section.	LXXIII. Bhávnagar Gondal-Junágad Porbandar railway system.		
18·50	12·56	(b) 6·84	(b) 11·00	(b) 11·00	(b) 12·84	3·39	(b) 11·57	(b) 12·50	8·37	(e)	5·98	8·36	1st half	196
15·00	12·92	7·25	(b) 11·00	(b) 11·50	(b) 12·96	...	(b) 11·95	(b) 12·50	...	(e)	...	6·94	2nd ,,	
(d) 24·37	14·91	...	(d) 13·50	(d) 10·50	(i) 12·36	...	...	(d) 12·00	...	(c) 7·50	(c) 3·50	(c) 8·24	1st half	197
(d) 16·00	15·39	...	(d) 14·00	(d) 11·00	(i) 12·85	...	...	(d) 12·50	8·70	(c) 9·00	(c) 4·00	(c) 0·50	2nd ,,	
1·74	3·18	(b) 0·42	(b) 2·66	(b) 1·08	(b) 2·42	0·02	(b) 0·91	(b) 1·18	2·11	(e)	...	0·61	1st half	198
9·95	1·04	1·01	(b) 4·28	(b) 0·78	(b) 4·58	...	(b) 0·88	(b) 3·84	...	(e)	...	2·65	2nd ,,	
(d) 1·29	0·17	(j) 0·13	...	(d) 0·34	(i) 0·18	...	...	(d) 0·06	...	...	...	(c) 0·38	1st half	199
(d) 1·05	0·56	...	...	(d) 0·56	(i) 0·29	...	...	(d) 0·17	1·78	0·20	...	...	2nd ,,	

(f) Excluding Adam's No. 2 creosoted sleepers.
(g) Excluding the Washermenpet-Ennúr section (Bezwada-Madras).
(h) Excluding creosoted pine sleepers.
(i) Excluding Denham-Olpherts' cast iron sleepers.
(j) Wrought iron channel or D. O. M. sleepers only.

APPENDIX

Statement showing the general results of working of the

Classification Number.	Railway.	MEAN MILEAGE WORKED, INCLUDING FOREIGN LINES WORKED OVER—MILES					EARN			
							COACHING—RUPEES.			
		1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.
	STANDARD GAUGE.									
I	East Indian . .	1,858	1,905	1,919	1,923	1,926 (a)	1,81,50,604	1,85,46,434	1,88,18,457	1,83,68,990
II	Bengal Central . .	125	125	125	125	125	5,75,485	5,91,052	5,99,037	6,72,030
III	Bengal-Nágpur .	862	862	862	862	925	13,21,106	15,21,190	15,94,951	13,95,906
IV	Indian Midland .	754	819	942	945	976 (a)	20,82,077	21,37,837	24,02,340	23,93,364
XII	North Western State	2,452	2,636	2,741	3,037	3,409 (b)	99,67,109	1,20,60,626	1,14,46,387	1,28,29,073
XIV	Oudh and Rohilkhand State.	773	797	799	878	995 (c)	39,41,317	40,37,093	37,75,106	36,80,238
XV	Eastern Bengal State	248	249	250	253	258	25,00,876	27,62,311	28,63,389	27,83,550
VII	East Coast State .	287	396	484	534	546 (d)	8,72,534	10,53,485	13,04,361	14,36,460
XIX	Great Indian Peninsula	1,490	1,490	1,490	1,491	1,491 (a)	93,72,943	97,99,477	96,19,496	77,89,154
XX	Bombay, Baroda and Central India.	461	461	461	461	461	49,87,143	53,43,524	56,33,398	43,44,591
XXI	Madras . . .	839	839	839	839	839	41,18,367	47,44,822	45,82,105	45,37,518
XXXIII	The Nizam's Guaranteed State.	355	355	355	355	355 (e)	8,87,505	9,11,303	9,44,010	8,81,461
	METRE GAUGE.									
XL	Bengal and North-Western—									
	Tirhoot section .	756	756	761	816	889	22,31,219	23,59,924	22,21,280	23,36,747
	Company's section									
XLII	Rajputana-Malwa .	1,674	1,674	1,674	1,674	1,674	69,56,738	75,04,864	71,48,038	61,34,208
XLIV	Southern Mahratta .	1,556	1,556	1,556	1,556	1,556 (a)	32,91,550	36,39,471	36,00,019	30,57,058
XLVII	South Indian . .	1,041	1,042	1,042	1,042	1,038	42,85,626	46,57,225	47,35,156	49,61,965
XLIX	Assam-Bengal (f) .	...	65	169	301	291	...	92,374	3,86,076	5,39,843
L	Burma . . .	732	763	872	886	936	33,04,584	35,48,016	39,09,034	43,68,232
LI	Eastern Bengal State—									
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	564	564	564	564	564	22,56,802	23,10,039	23,58,773	21,47,004
	Dacca section . .									
LVII	Rohilkund and Kumaon (Company's section)(g)	279	282	279	279	278	5,41,969	5,48,528	5,24,075	5,42,444
LXXI	Jodhpur-Bikaner—									
	Jodhpur section .	320	320	320	320	320	4,55,497	5,04,146	5,15,654	4,81,902
	Bikaner section .	43	43	43	43	68	36,837	39,192	42,544	38,862
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	334	334	334	334	446	9,47,804	9,64,905	9,84,044	8,51,723

B.

principal railways during the years 1894-1898.

INGS.

1898.	Goods—Rupees. 1894.	1895.	1896.	1897.	1898.	Classification Number.	Remarks.
(a) 1,90,91,774	3,53,55,879	3,64,66,569	3,59,23,207	4,13,20,747	(a) 4,16,01,896	I	(a) Including branch lines worked.
6,80,706	2,34,814	3,46,123	3,24,590	3,86,189	2,53,870	II	
13,62,462	48,09,555	47,50,331	42,64,420	42,32,727	48,04,497	III	(b) Including branch lines worked, but excluding 6·12 miles used for military traffic only.
(a) 24,37,401	35,50,228	26,94,105	33,01,409	39,14,737	(a) 41,94,179	IV	
(a) 1,26,63,081	2,13,94,215	2,38,50,060	1,84,31,260	2,00,56,123	(a) 2,63,84,785	XII	(c) Including the Cawnpore-Burhwal railway (metre gauge link).
(c) 40,88,242	63,49,657	60,58,237	45,50,297	42,66,408	(c) 49,49,486	XIV	(d) Including 2·66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0·33 mile (metre gauge), which is worked over only by the Southern Mahratta railway.
28,28,070	50,46,115	53,74,400	56,06,271	57,21,060	54,25,399	XV	
14,05,366	4,68,994	7,68,063	10,01,400	11,35,154	11,76,412	XVII	
(a) 70,50,427	2,65,38,784	2,36,07,088	2,43,89,684	2,02,93,641	(a) 2,74,61,611	XIX	(e) Including branch line worked, also 3·10 miles worked over twice by each train, but excluding 2·19 miles used for military traffic only.
37,10,984	1,05,81,899	1,19,18,571	1,01,87,587	95,45,841	1,15,92,181	XX	
40,13,141	59,85,131	62,81,644	60,82,372	66,89,163	64,91,273	XXI	(f) The results shown for 1898 are abnormal, owing chiefly to the undeveloped state of traffic on the line, and to the temporary closing of certain portions of the open sections on account of the earthquake in June 1897. This remark applies to all the entries relating to 1898 in the subsequent pages.
(a) 8,43,679	23,06,463	24,20,470	24,33,498	28,24,280	(a) 31,45,227	XXXIII	
24,57,896	26,87,731	26,70,014	28,73,143	28,29,311	32,49,165	XL	(g) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1898 in the subsequent pages.
62,03,497	1,75,02,774	1,55,00,469	1,21,31,353	1,18,84,987	1,43,95,522	XLII	
(a) 21,45,752	45,50,018	49,99,717	53,83,823	61,72,555	(a) 48,85,482	XLIV	
43,89,052	36,32,040	41,59,010	40,84,045	39,19,250	38,15,315	XLVII	
7,37,620	...	1,15,506	2,17,236	4,24,389	5,35,739	XLIX	
43,84,060	28,13,488	30,93,930	35,47,852	41,76,612	44,52,693	L	
22,07,108	29,41,748	31,12,194	33,79,199	31,49,460	32,94,995	LI	
6,02,506	7,54,782	5,74,855	5,99,521	5,65,948	7,27,601	LVII	
4,76,983	6,11,452	4,54,682	6,30,535	6,19,542	7,21,793	LXXI	
43,866	35,560	38,681	67,695	66,902	82,364		
7,22,481	8,53,638	9,38,267	9,47,005	9,00,077	9,15,118	LXXIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	EARNING							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.
	STANDARD GAUGE.								
I	East Indian	1,15,210	1,22,572	1,56,690	1,51,326	1,89,179	7,11,478	7,69,426	8,03,869
II	Bengal Central	...	...	...	...	...	9,880	10,216	9,639
III	Bengal-Nágpur	...	...	...	...	...	5,59,987	6,03,219	5,09,154
IV	Indian Midland	...	...	...	...	...	1,31,581	1,71,156	1,33,569
XII	North Western State	66,118	74,442	62,697	46,036	68,433	8,86,655	7,74,295	6,86,735
XIV	Oudh and Rohilkhand State.	...	...	...	...	...	2,27,862	1,99,549	3,71,673
XV	Eastern Bengal State	3,57,398	1,92,629	20,430	23,824	6,072	4,67,454	2,63,697	3,03,062
XVII	East Coast State	22,518	42,987	43,612	66,744	68,592	1,16,632	39,716	56,050
XIX	Great Indian Peninsula	...	...	...	...	...	3,62,569	3,83,628	4,10,449
XX	Bombay, Baroda and Central India.	...	...	...	...	...	3,79,442	2,90,972	3,82,947
XXI	Madras	...	...	...	...	...	2,17,514	1,81,941	2,15,774
XXXIII	The Nizam's Guaranteed State.	...	...	...	...	...	62,917	79,535	80,336
	METRE GAUGE.								
XL	Bengal and North-Western—								
	Tirhoot section	4,35,658	4,34,774	4,69,662	5,81,873	5,05,916	2,04,939	1,95,967	2,22,982
	Company's section								
XLII	Rajputana-Malwa	...	...	...	...	...	3,82,027	4,35,248	4,46,586
XLIV	Southern Mahratta	...	...	...	...	...	1,45,879	1,98,840	1,79,138
XLVII	South Indian	...	...	...	...	...	1,11,520	98,712	1,26,380
XLIX	Assam-Bengal	...	...	...	...	...	...	6,546	15,474
L	Burma	48,062	6,553	28,990	21,385	24,331	1,21,220	62,563	1,22,683
LI	Eastern Bengal State—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	3,80,412	4,38,495	4,92,900	4,71,183	4,64,538	64,921	55,974	57,647
	Dacca section								
LVII	Rohilkund and Kumaon (Company's section).	...	...	...	...	...	1,34,832	1,07,055	1,30,908
LXXI	Jodhpur-Bikaner—								
	Jodhpur section	...	...	...	...	...	14,207	15,910	18,276
	Bikaner section	...	...	...	...	...	7,876	8,665	10,488
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	...	...	...	...	...	38,845	49,049	49,827

B—*continued.*

principal railways during the years 1894-1898—continued.

—concluded.

Telegraph—Rupees.		Total—Rupees.					Classification Number.	Remarks.
1897.	1898.	1894.	1895.	1896.	1897.	1898.		
8,72,925	(a) 8,34,786	5,43,33,171	5,59,05,001	5,57,02,223	6,07,13,988	(a) 6,17,17,629	I	(a) Including branch lines worked.
79,980	90,081	8,20,179	9,47,391	9,33,266	11,38,199	10,24,657	II	
5,71,676	7,12,234	66,90,648	68,74,740	63,68,525	62,00,309	68,79,193	III	(b) Including the Cawnpore-Burhwal railway (metre gauge link).
1,39,756	(a) 1,51,561	57,63,886	50,03,098	58,37,758	64,47,857	(a) 67,83,141	IV	
10,03,450	(a) 8,55,834	3,23,14,097	3,67,05,423	3,06,27,079	3,39,34,682	(a) 3,99,72,133	XII	
5,69,209	8,13,870	1,05,18,836	1,02,94,879	86,97,076	85,15,855	(b) 98,51,598	XIV	
4,06,955	4,01,743	83,71,843	85,93,037	87,93,152	89,35,389	86,81,284	XV	
2,18,930	1,16,308	14,80,678	19,04,251	24,05,423	28,57,488	27,66,678	XV	
3,49,607	(a) 3,65,458	3,62,74,296	3,37,90,193	3,44,19,629	2,84,32,402	(a) 3,48,77,496	XIX	
3,70,861	5,59,561	1,59,48,484	1,75,53,067	1,62,93,932	1,42,61,293	1,58,62,726	XX	
2,38,633	2,16,069	1,03,21,012	1,12,98,407	1,08,80,251	1,14,65,314	1,07,20,483	XXI	
71,413	(a) 87,767	32,56,885	34,11,308	34,57,844	37,77,154	(a) 40,76,673	XXXIII	
2,45,895	2,63,053	55,59,547	56,60,679	57,87,067	59,93,826	64,76,030	XL	
4,55,163	3,91,374	2,48,41,539	2,34,40,581	1,97,25,977	1,84,74,358	2,09,90,393	XLII	
1,78,647	(a) 1,39,035	79,87,447	88,38,028	91,62,980	94,08,260	(a) 71,70,269	XLIV	
3,00,194	2,63,214	80,29,186	89,14,947	89,45,581	91,81,409	84,67,581	XLVII	
26,408	34,765	...	2,14,426	6,18,786	9,90,640	13,08,124	XLIX	
1,10,175	1,30,368	62,87,354	67,11,062	76,08,559	86,76,404	89,91,452	L	
59,197	63,955	56,43,883	59,16,702	62,88,519	58,26,844	60,36,596	LI	
1,42,700	1,66,289	14,31,583	12,30,438	12,54,504	12,51,092	14,96,396	LVII	
21,214	23,951	10,81,156	9,74,738	1,64,465	11,22,658	12,22,727	LXXI	
11,246	11,243	80,273	86,538	1,20,727	1,17,010	1,37,473		
69,840	61,057	18,40,287	19,52,221	19,80,876	18,21,640	16,98,656	LXXIII	

APPENDIX

Statement showing the general results of working of the

EXPEN

Classification Number.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE. Total, per train-mile—Annas.					LOCOMOTIVE. Cost of fuel, per train-mile—			
		1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.
	STANDARD GAUGE.														
I	East Indian	1,738	1,723	1,681	1,571	(a) 1,544	6·44	6·75	6·90	5·95	(a) 6·74	0·73	0·91	0·83	0·82
II	Bengal Central	769	734	1,027	1,076	1,122	5·57	6·37	6·01	5·54	5·10	...	...	...	2·28
III	Bengal-Nágpur	1,163	906	928	840	927	8·34	8·92	10·28	7·96	8·32	1·06	1·40	1·35	1·14
IV	Indian Midland	999	772	653	644	(a) 707	10·37	10·95	11·56	11·70	(a) 11·43	3·47	3·37	3·93	4·06
XII	North Western State	2,168	1,835	1,709	1,621	(a) 1,536	11·82	12·34	11·89	11·79	(a) 11·80	4·79	5·12	4·49	4·62
XIV	Oudh and Rohilkhand State.	1,656	1,840	1,398	1,353	(b) 1,119	6·92	7·15	7·20	9·53	(c) 7·82	2·88	2·81	2·75	3·02
XV	Eastern Bengal State	1,831	1,499	1,760	1,774	1,738	6·58	6·80	7·16	9·09	6·57	1·84	2·13	2·28	1·92
XVII	East Coast State	1,080	782	871	687	822	14·50	13·42	11·79	11·10	11·52	4·81	3·79	3·51	3·19
XIX	Great Indian Peninsula.	2,289	2,051	2,131	2,066	(a) 1,782	13·02	13·63	13·05	12·27	(a) 12·65	3·77	3·67	3·90	3·53
XX	Bombay, Baroda and Central India.	2,068	2,355	3,491	4,049	2,557	14·85	16·39	17·26	16·05	16·45	5·59	6·52	6·92	6·59
XXI	Madras	1,151	1,164	1,249	1,219	1,218	12·16	12·94	13·56	13·13	12·70	4·67	4·93	5·61	5·47
XXXIII	The Nizam's Guaranteed State.	1,341	1,358	1,307	1,430	(a) 1,186	9·41	9·87	9·23	8·36	(a) 8·47	1·96	2·00	1·96	2·16
	METRE GAUGE.														
XL	Bengal and North-Western—														
	Tirhoot section	697	695	797	809	791	4·43	4·39	4·69	4·13	4·09	1·26	1·38	1·55	1·32
	Company's section														
XLII	Rajputana-Malwa	813	848	895	984	1,013	8·96	10·18	10·29	9·81	9·22	3·87	4·16	4·07	4·08
XLIV	Southern Mahratta	812	767	688	698	(a) 694	8·76	8·58	7·71	7·42	(a) 9·08	2·47	2·42	2·32	2·32
XLVII	South Indian	896	955	915	960	764	8·81	8·96	8·54	7·84	8·15	3·65	3·86	3·75	3·39
XLIX	Assam-Bengal	...	327	725	758	1,835	...	6·40	9·19	8·35	6·96	...	2·91	4·28	3·58
L	Burma	1,371	1,155	1,253	1,205	1,184	9·78	10·36	9·28	8·75	9·11	3·09	3·82	3·39	2·97
LI	Eastern Bengal State—														
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	791	934	843	962	1,109	5·45	5·34	5·87	5·62	5·52	Included with the Eastern			
	Dacca section														
LVII	Rohilkund and Kumaon (Company's section).	706	536	621	586	627	5·73	6·21	5·74	5·08	4·76	2·22	2·41	1·61	1·49
LXXI	Jodhpur-Bikaner—														
	Jodhpur section	323	357	361	244	536	9·00	8·04	8·16	7·59	7·61	4·79	4·37	4·49	4·06
	Bikaner section	253	221	230	238	208	8·66	7·83	8·01	7·35	7·05	4·55	4·19	4·33	3·90
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	1,042	1,084	661	678	691	7·82	7·99	8·64	8·95	9·28	3·38	3·72	3·90	4·21

B—*continued.*

principal railways during the years 1894-1898—continued.

TURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.					Carriage and wagon. Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Classification Number.	Remarks.
1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.		
(a) 0·88	1·91	1·86	2·12	1·32	(a) 1·94	2·00	2·11	2·23	2·15	(a) 2·09	1·70	1·82	1·93	1·80	(a) 1·70	I	(a) Including branch lines worked.
2·51	...	...	...	1·73	—0·04	2·44	2·24	2·16	0·81	2·09	...	...	...	0·43	1·50	II	(b) Including the Cawnpore-Burhwal railway (metre gauge link).
1·16	1·98	2·09	2·90	1·99	1·96	2·02	2·64	2·58	2·44	2·11	1·25	1·81	1·66	1·51	1·39	III	
(a) 3·88	1·77	2·27	2·55	2·63	(a) 2·73	2·53	2·89	2·63	2·68	(a) 2·75	1·83	2·10	1·93	1·95	(a) 2·01	IV	(c) Excluding the Cawnpore-Burhwal railway (metre gauge link).
(a) 4·57	2·59	2·49	2·57	2·59	(a) 2·76	3·65	2·75	3·03	2·13	(a) 2·49	3·01	2·13	2·28	1·59	(a) 1·93	XII	(d) Including the metre and special gauge sections of the undertaking.
(c) 2·96	1·15	1·24	1·33	3·28	(c) 2·16	3·22	3·51	4·33	4·85	(c) 2·86	2·83	3·06	3·74	4·24	(c) 2·33	XIV	
(d) 2·05	1·34	1·30	1·39	2·56	(d) 1·24	3·65	2·86	2·95	2·08	2·62	1·96	1·64	1·78	1·69	(d) 1·53	XV	
2·79	2·43	3·10	2·16	2·73	3·00	1·72	1·54	1·35	1·64	2·29	0·68	0·63	0·53	0·85	1·25	XVII	
(a) 3·60	2·89	3·04	3·26	3·09	(a) 3·27	3·00	2·94	2·84	4·04	(a) 6·25	2·18	1·97	1·96	2·83	(a) 4·49	XIX	
(a) 6·41	3·04	3·26	3·80	3·33	(a) 3·90	3·78	3·56	3·80	6·07	6·12	2·47	2·49	2·55	4·47	(a) 4·18	XX	
(a) 5·62	3·13	3·42	3·32	3·17	(a) 2·88	4·53	3·74	3·97	3·72	2·93	3·18	2·72	2·94	2·76	(a) 2·66	XXI	
(a) 2·32	2·31	2·52	2·35	1·85	(a) 1·94	2·34	3·17	2·26	2·08	(a) 2·17	1·71	2·42	1·51	1·34	(a) 1·40	XXXIII	
1·25	0·83	0·78	0·89	0·79	0·72	1·19	1·39	1·59	1·24	1·02	0·77	1·01	1·18	0·77	0·60	XL	
(a) 3·81	1·66	1·86	2·14	2·24	(a) 1·95	2·25	2·45	2·84	2·65	2·50	1·68	1·80	1·97	1·87	(a) 1·91	XLII	
(a) 2·26	2·34	2·35	1·75	1·41	(a) 2·21	1·88	2·02	1·74	1·50	(a) 2·53	1·43	1·57	1·34	1·14	(a) 2·04	XLIV	
(a) 3·27	2·10	1·84	1·63	1·50	(a) 1·94	3·13	2·87	2·62	2·30	2·44	2·59	2·37	2·17	1·88	(a) 2·00	XLVII	
2·10	...	0·39	0·63	0·61	1·41	...	1·09	1·92	0·96	1·54	...	0·43	0·96	6·48	1·12	XLIX	
3·08	1·90	1·89	1·57	1·73	1·99	3·35	2·77	2·68	2·24	2·32	2·37	1·91	1·96	1·64	1·70	L	
Bengal State railway (standard gauge).						1·42	1·55	1·81	1·69	1·69	Included with the Eastern Bengal State railway (standard gauge).					LI	
1·52	1·16	1·17	1·67	1·22	1·21	1·48	1·87	2·06	1·49	1·57	0·97	1·27	1·40	0·91	0·99	LVII	
4·29	2·02	1·36	1·35	1·19	1·17	0·68	2·19	1·21	1·09	0·97	0·40	1·82	0·87	0·73	0·63	LXXI	
3·83	1·95	1·32	1·29	1·14	1·03	0·65	2·57	1·20	1·03	0·87	0·38	2·22	0·85	0·67	0·55		
(a) 4·39	1·50	1·39	2·03	1·72	(a) 1·42	1·57	1·47	1·45	1·65	1·76	1·09	0·98	0·95	1·21	(a) 1·30	LXXIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXP... STEAM-		
		1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.
	STANDARD GAUGE.													
I	East Indian	5·75	5·82	6·20	6·13	6·44 (a)	3·54	3·29	3·37	3·18	3·14 (a)	86,613	1,19,479	1,65,329
II	Bengal Central	13·49	13·76	12·60	11·74	13·81	13·12	12·35	11·90	10·26	12·96	...	...	...
III	Bengal-Nágpur	8·18	8·55	9·24	9·81	9·55	9·41	9·60	9·23	8·95	8·49	...	...	...
IV	Indian Midland	8·71	10·01	8·66	8·34	8·01 (a)	8·80	10·22	8·79	8·03	7·39 (a)	...	...	...
XII	North Western State	7·82	7·76	9·00	8·55	7·85 (a)	3·73	3·46	4·03	3·84	3·52 (a)	84,621	75,958	50,558
XIV	Oudh and Rohilkhand State.	7·43	7·94	9·18	9·92	9·11 (b)	3·85	4·07	4·93	4·90	4·42	...	...	...
XV	Eastern Bengal State	10·58	9·94	10·35	11·23	12·64	3·75	3·48	3·47	4·05	4·28	2,84,015	1,83,392	31,956
XVII	East Coast State	17·60	13·38	12·92	13·06	14·22	9·16	8·77	8·86	10·36	11·79	37,300	1,11,219	1,21,817
XIX	Great Indian Peninsula	8·66	8·79	8·56	10·53	8·67 (a)	3·85	4·05	3·82	4·78	3·80 (a)	...	...	...
XX	Bombay, Baroda and Central India.	5·74	5·68	6·32	7·06	6·60	3·61	3·17	3·49	4·01	3·38	...	...	...
XXI	Madras	8·61	7·54	8·08	7·36	8·09	5·48	5·12	5·29	4·95	5·21	...	...	...
XXXIII	The Nizam's Guaranteed State.	7·31	7·48	7·70	7·17	6·65 (a)	9·01	9·11	8·86	7·76	6·55 (a)	...	...	...
	METRE GAUGE.													
XL	Bengal and North-Western—													
	Tirhoot section	8·94	8·75	8·69	8·91	8·61	7·98	8·02	7·40	7·12	6·24	1,85,621	2,09,757	1,98,162
	Company's section													
XLII	Rajputana-Malwa	6·31	6·62	7·66	8·42	4·34	5·01	5·00	5·75	6·09	5·36	...	...	...
XLIV	Southern Mahratta	10·64	10·00	10·09	9·81	11·81 (a)	10·17	9·20	8·92	9·16	12·52 (a)	...	...	...
XLVII	South Indian	8·79	8·26	8·81	9·27	9·74	7·32	7·13	7·11	6·75	7·29	...	...	...
XLIX	Assam-Bengal	...	22·22	18·24	17·38	12·87	...	24·64	21·82	25·11	17·38	...	...	...
L	Burma	11·53	10·70	11·00	10·34	10·93	6·41	6·15	6·71	7·01	7·63	71,955	62,036	83,390
LI	Eastern Bengal State—													
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	9·00	8·75	8·62	9·20	9·80	4·70	4·59	4·43	4·82	4·43	3,01,645	3,42,727	3,76,178
	Dacca section													
LVII	Rohilkund and Kumaon (Company's section).	10·22	11·18	10·33	11·01	9·45	10·70	12·50	12·54	11·48	9·74	...	...	...
LXXI	Jodhpur-Bikaner—													
	Jodhpur section	5·29	6·05	5·45	5·89	5·10	3·39	3·57	3·14	3·20	3·15	...	...	...
	Bikaner section	8·33	8·40	7·27	8·24	7·68	4·75	4·65	3·86	4·17	3·74	...	...	...
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	10·46	10·15	9·71	11·11	11·40	9·66	9·38	9·34	9·60	10·45	...	...	...

B—*continued.*

principal railways during the years 1894-1898—continued.

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO PROVIDENT FUND) PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Classification Number.	REMARKS.
1897.	1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.		
1,50,511	1,47,472	2·57	2·36	1·87	2·23	3·27 (a)	1,70,54,983	1,76,73,006	1,80,80,741	1,82,39,840	1,99,15,991 (a)	I	(a) Including branch lines worked, but excluding charges incurred direct by the States in the cases of the Indian Midland, Great Indian Peninsula and Nizam's Guaranteed State railways. (b) Including the Cawnpore-Barhwal railway (metre gauge link).
...	...	2·18	2·24	4·61	7·69	5·91	4,99,686	5,48,582	5,86,534	6,48,513	6,56,650	II	
...	...	2·16	1·95	2·45	2·21	1·71	34,32,234	33,33,297	34,40,656	32,20,750	35,15,339	III	
...	...	4·71	5·55	5·22	4·99	3·99 (a)	33,55,491	31,79,429	33,88,464	36,09,698	37,46,948 (a)	IV	
44,525	40,768	1·03	1·07	1·22	1·19	1·13 (a)	1,94,71,361	1,96,00,048	1,81,95,951	1,84,89,843	2,03,19,542	XII	
...	...	1·96	1·43	1·21	2·46	2·61	47,82,697	50,38,932	43,46,169	48,19,077	45,43,871 (b)	XIV	
1,19,137	26,454	2·24	1·84	4·68	6·00	2·78	33,76,299	30,91,134	34,94,009	41,53,270	36,34,136	XV	
1,04,454	84,206	2·05	1·36	1·30	0·94	1·10	13,29,757	15,75,666	18,75,718	19,88,318	21,15,285	XVII	
...	...	1·91	1·65	1·61	1·60	2·42 (a)	1,94,67,235	1,84,87,539	1,84,65,125	1,86,39,901	2,03,04,728 (a)	XIX	
...	...	1·51	1·87	1·47	1·38	2·03	58,77,510	66,16,004	73,03,070	77,91,151	71,20,521	XX	
...	...	1·39	0·95	0·78	0·90	0·81	53,73,149	53,39,193	54,94,960	54,63,125	52,18,578	XXI	
...	...	0·86	1·08	0·75	1·33	1·99 (a)	15,63,587	17,39,039	16,56,592	17,57,576	17,06,703 (a)	XXXIII	
2,21,525	2,51,368	1·98	2·19	2·28	2·63	2·25	23,23,359	24,02,854	25,44,821	26,24,173	28,08,558	XL	
...	...	0·67	0·67	0·74	0·90	0·71	94,87,375	94,45,319	87,49,250	86,09,932	89,90,766	XLII	
...	...	0·88	1·06	1·14	1·18	2·09 (a)	52,49,852	52,97,126	51,94,203	53,65,638	50,31,208 (a)	XLIV	
...	...	0·79	0·69	0·87	0·82	1·08	47,36,624	50,03,651	49,10,208	48,66,690	36,15,232	XLVII	
...	...	...	0·01	1·27	1·35	1·01	...	2,22,473	5,85,547	9,18,426	12,53,572	XLIX	
41,312	56,907	1·05	1·15	1·14	1·04	1·10	39,64,026	40,08,706	46,22,808	47,93,729	52,02,949	L	
3,23,319	3,38,645	1·24	0·93	1·44	1·55	1·40	22,85,868	24,44,131	25,85,376	25,41,970	27,48,684	LI	
...	...	5·81	7·13	9·08	8·72	7·76	8,19,089	7,62,775	7,96,375	7,42,997	7,75,411	LVII	
...	...	1·02	0·58	1·64	1·46	2·13	4,11,783	4,05,492	4,26,192	3,77,859	4,91,779	LXXI	
...	...	0·16	0·19	1·47	1·23	1·49	39,826	41,442	45,345	51,506	59,856		
...	...	—0·71	1·40	1·48	1·44	1·41	10,48,953	11,31,002	9,91,604	10,02,560	9,88,875	LXXIII	

APPENDIX

Statement showing the general results of working of the

RESULTS EXCLUSIVE OF

Classification Number.	RAILWAY.	GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.
	STANDARD GAUGE.															
I	East Indian	4·97	4·85	4·63	4·59	(a) 4·41	1·55	1·52	1·49	1·37	(a) 1·42	3·42	3·33	3·14	3·22	(a) 2·99
II	Bengal Central	2·62	2·92	2·86	2·80	2·72	1·63	1·69	1·80	1·60	1·74	1·05	1·23	1·06	1·20	0·98
III	Bengal-Nágpur	4·16	4·38	4·05	3·45	3·53	2·13	2·12	2·19	1·79	1·89	2·03	2·26	1·86	1·66	1·72
IV	Indian Midland	3·71	3·54	3·64	3·67	(a) 3·57	2·16	2·25	2·11	2·05	(a) 1·97	1·55	1·29	1·53	1·62	(a) 1·60
XII	North Western State	3·52	3·79	3·62	3·72	(a) 3·76	2·12	2·02	2·15	2·03	(a) 1·91	1·40	1·77	1·47	1·69	(a) 1·85
XIV	Oudh and Rohilkhand State	3·43	3·45	3·57	3·71	(c) 3·46	1·56	1·69	1·78	2·10	(c) 1·65	1·87	1·76	1·79	1·61	(c) 1·81
XV	Eastern Bengal State	4·69	4·85	4·82	4·39	4·42	1·81	1·68	1·90	1·99	1·84	2·88	3·17	2·92	2·40	2·58
XVII	East Coast State	2·79	2·58	2·64	2·80	2·89	2·47	2·03	1·96	1·85	2·17	0·32	0·55	0·68	0·95	0·72
XIX	Great Indian Peninsula	3·95	3·86	3·82	3·13	(a) 3·69	2·12	2·11	2·05	2·04	(a) 2·20	1·83	1·75	1·77	1·09	(a) 1·49
XX	Bombay, Baroda and Central India.	6·47	6·72	6·57	5·86	6·49	2·39	2·53	2·96	3·20	2·94	4·08	4·19	3·61	2·66	3·58
XXI	Madras	4·10	4·41	4·39	4·44	4·23	2·13	2·10	2·22	2·12	2·06	1·97	2·31	2·17	2·32	2·17
XXXIII	The Nizam's Guaranteed State.	4·84	4·49	4·45	4·15	(a) 4·30	2·33	2·29	2·13	1·93	(a) 1·90	2·51	2·20	2·32	2·22	(a) 2·40
	METRE GAUGE.															
XL	Bengal and North-Western—															
	Tirhoot section	3·03	3·01	2·97	2·66	2·62	1·27	1·26	1·31	1·01	1·07	1·76	1·75	1·66	1·65	1·56
	Company's section															
XLII	Rajputana-Malwa	3·50	3·73	3·74	3·68	3·67	1·34	1·50	1·66	1·72	1·57	2·16	2·23	2·08	1·96	2·10
XLIV	Southern Mahratta	2·47	2·64	2·47	2·28	(a) 2·65	1·62	1·58	1·40	1·30	(a) 1·86	0·85	1·06	1·07	0·98	(a) 0·79
XLVII	South Indian	2·55	2·68	2·66	2·62	2·53	1·50	1·50	1·46	1·39	1·38	1·05	1·18	1·20	1·23	1·15
XLIX	Assam-Bengal	...	1·34	2·34	2·48	2·82	...	1·39	2·21	2·30	2·70	...	—0·05	0·13	0·18	0·12
L	Burma	3·32	3·34	3·06	3·08	3·03	2·07	1·97	1·83	1·69	1·74	1·25	1·37	1·23	1·39	1·28
LI	Eastern Bengal State—															
	Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	3·29	3·29	3·38	3·22	3·18	1·24	1·26	1·29	1·34	1·37	2·05	2·03	2·09	1·88	1·80
	Dacca section															
LVII	Rohilkund and Kumaon (Company's section)	2·69	2·64	2·72	2·65	2·95	1·54	1·64	1·73	1·58	1·52	1·15	1·00	0·99	1·07	1·43
LXXI	Jodhpur-Bikaner—															
	Jodhpur section	3·25	3·29	3·61	3·38	3·47	1·24	1·37	1·32	1·14	1·40	2·01	1·92	2·29	2·24	2·07
	Bikaner section	2·51	2·70	3·36	2·37	2·38	1·25	1·29	1·26	1·04	1·04	1·26	1·41	2·10	1·33	1·35
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar.	3·45	3·50	3·59	3·36	3·37	1·97	2·03	1·80	1·85	1·96	1·48	1·47	1·79	1·51	1·41

B—*continued.*

principal railways during the years 1894-1898—continued.

STEAM-BOAT SERVICE. Average gross earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat, but excluding suspense—Rupees.					Classification Number.	Remarks.
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.		
561	563	557	606	614 (a)	38,43,34,517	38,91,42,569	39,20,49,543	39,68,13,553	40,45,76,754 (a) & (b)	I	
126	146	144	175	158	1,00,62,819	1,00,96,721	1,01,65,840	1,14,10,112	1,20,61,688	II	(a) Including branch lines worked.
149	153	142	138	143	9,53,27,024	9,59,72,969	9,71,96,278	9,75,83,884	11,78,65,336	III	(b) Including Rs.76,918 on account of interest on capital during construction.
147	117	119	131	134 (a)	9,34,14,815	10,52,69,332	10,62,22,667	10,71,57,074	11,29,08,283 (a)	IV	(c) Including the Cawnpore-Burhwal railway (metre gauge link).
253	267	214	215	225 (a)	41,39,01,642	42,46,27,139	46,37,55,633	48,99,06,146	50,12,84,222 (a)	XII	(d) Including the State outlay on the Patri branch (Rs.98,495).
262	248	209	187	190 (c)	10,66,10,377	10,21,25,180	10,27,69,446	10,55,54,415	11,46,44,814 (c)	XIV	(e) Including R10,90,014 on account of interest on capital during construction.
621	649	676	678	645	5,77,10,480	5,88,60,111	6,10,84,868	6,46,77,563	6,57,45,148	XV	(f) Decrease due to the transfer of the Nellore-Gudur section of the Ennur-Bezwada section (Bezwada-Madras).
98	90	94	100	95	3,06,57,378	4,44,94,250	5,27,63,247	5,50,07,179	7,20,55,402 (a)	XVII	(g) Including R41,029 on account of interest on capital during construction.
468	436	444	367	450 (a)	29,08,99,653	29,18,77,161	29,26,05,041	29,29,55,207	29,34,69,563 (a)	XIX	
665	732	676	595	662	9,58,99,760	9,81,81,804	10,06,62,406	10,35,28,164	10,55,34,901 (d)	XX	
237	257	249	263	246	11,77,41,334	11,81,25,872	11,86,28,231	11,91,64,446	11,95,62,675	XXI	
177	185	187	205	221 (a)	4,10,00,224	4,12,06,123	4,15,10,112	4,18,73,581	4,20,18,722 (a)	XXXIII	
130	133	134	128	129	2,47,54,385 2,81,51,325	2,53,21,347 2,86,22,717	2,55,63,264 2,87,61,784	2,57,76,136 3,00,99,424	2,66,13,613 3,90,23,870 (e)	XL	
285	269	227	212	241	12,72,94,046	12,77,45,036	12,84,50,702	12,87,20,729	12,95,71,818	XLII	
99	109	113	116	89 (a)	11,91,42,140	11,99,29,774	12,03,84,484	12,11,03,165	12,22,48,623 (a)	XLIV	
148	165	165	169	156	7,37,84,917	7,39,64,242	7,40,91,954	7,42,48,486	7,21,86,970 (f)	XLVII	
...	64	70	63	86	...	93,38,954	2,38,45,322	3,36,22,400	4,18,73,324	XLIX	
164	169	167	188	184	6,32,79,885	7,17,83,898	7,56,51,511	7,63,23,023	7,70,27,788	L	
179	187	197	183	206	4,64,34,760	4,67,08,500	4,68,88,112	4,76,56,136	4,83,69,220	LI	
99	84	86	86	104	1,04,96,909	1,05,61,875	1,08,19,634	1,09,87,531	1,13,08,785 (g)	LVII	
65	58	70	69	73	64,22,872	64,06,374	64,55,244	64,62,678	70,70,341	LXXI	
35	38	53	52	39	9,69,407	9,70,535	9,73,294	9,73,473	18,98,798		
106	113	114	105	73	1,69,79,643	1,72,31,178	1,73,09,863	1,73,63,263	1,75,34,827	LXXIII	

APPENDIX

Statement showing the general results of working of the

Classification Number.	RAILWAY.	NET EARNINGS—RUPEES.				
		1894.	1895.	1896.	1897.	1898.
	STANDARD GAUGE.					
I	East Indian	3,72,78,188	3,82,31,995	3,76,21,482	4,24,74,148	(a) 4,18,01,638
II	Bengal Central	3,20,493	3,98,809	3,46,732	4,89,686	3,68,007
III	Bengal-Nágpur	32,58,414	35,41,443	29,27,869	29,79,559	33,63,854
IV	Indian Midland	24,08,395	18,23,669	24,48,794	28,38,159	(a) 30,36,193
XII	North Western State	1,28,42,736	1,71,05,375	1,24,31,128	1,54,44,839	(a) 1,96,52,591
XIV	Oudh and Rohilkhand State	57,36,139	52,55,947	43,50,907	36,96,778	(b) 53,07,727
XV	Eastern Bengal State	49,95,544	55,01,903	52,99,143	47,82,119	50,47,154
XVII	East Coast State	1,50,921	3,29,185	5,29,705	8,68,970	6,51,393
XIX	Great Indian Peninsula	1,68,07,061	1,53,02,654	1,59,54,504	97,92,501	(a) 1,45,72,768
XX	Bombay, Baroda and Central India	1,00,70,974	1,09,37,063	89,00,862	64,70,142	87,42,205
XXI	Madras	49,47,863	58,69,214	53,85,291	60,02,189	55,01,905
XXXIII	The Nizam's Guaranteed State	16,93,298	16,72,269	18,01,252	20,19,578	(a) 23,69,970
	METRE GAUGE.					
XL	Bengal and North-Western—					
	Tirhoot section	32,36,188	32,57,825	32,42,246	33,69,653	36,67,472
	Company's section					
XLII	Rajputana-Malwa	1,53,54,164	1,39,95,262	1,09,76,727	98,64,421	1,19,99,627
XLIV	Southern Mahratta	27,37,595	35,40,902	39,68,777	40,42,622	(a) 21,39,061
XLVII	South Indian	32,92,562	39,11,296	40,35,373	43,14,719	38,52,349
XLIX	Assam-Bengal	...	—8,047	33,239	72,214	54,552
L	Burma	23,23,328	27,02,356	29,85,751	38,82,675	37,88,523
LI	Eastern Bengal State—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch)	33,58,015	34,72,571	37,03,143	32,84,874	32,87,912
	Dacca section					
LVII	Rohilkund and Kumaon (Company's section)	6,12,494	4,67,663	4,58,129	5,08,095	7,20,985
LXXI	Jodhpur-Bikaner—					
	Jodhpur section	6,69,373	5,69,246	7,38,273	7,44,799	7,30,957
	Bikaner section	40,447	45,096	75,382	65,504	77,617
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	7,91,334	21,219	9,89,272	8,19,080	7,09,780

B—*concluded.*

principal railways during the years 1894-1898—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Classification Number.	Remarks.
1894.	1895.	1896.	1897.	1898.	1894.	1895.	1896.	1897.	1898.		
31·39	31·61	32·46	30·04	(a) 32·27	9·70	9·82	9·60	10·70	(a) 10·33	I	(a) Including branch lines worked.
60·92	57·90	62·85	56·98	64·08	3·18	3·95	3·41	4·29	3·05	II	(b) Including the Cawnpore-Barhwal railway (metre gauge line).
51·30	48·48	54·03	51·94	51·10	3·42	3·69	3·01	3·05	2·85	III	(c) Based on outlay excluding expenditure on quarry and dock estates lines.
58·22	63·55	58·05	55·98	(a) 55·24	2·58	1·73	2·30	2·85	(a) 2·69	IV	
60·26	53·40	59·41	54·49	(a) 50·83	3·10	4·03	2·68	3·15	(a) 3·92	XII	
45·47	48·95	49·97	56·59	46·12	5·70	5·15	4·23	3·50	(b) 4·63	XIV	
40·33	35·97	39·74	46·48	41·86	8·66	9·35	8·67	7·39	7·68	XV	
89·81	82·71	77·98	69·59	76·46	0·49	0·74	1·00	1·58	0·90	XVII	
53·67	54·71	53·65	65·56	(a) 58·22	5·78	5·24	5·45	3·34	(a) 4·97	XIX	
36·85	37·69	45·07	54·63	44·89	10·50	11·14	8·84	6·25	8·28	XX	
52·06	47·64	50·50	47·65	48·68	4·26	4·97	4·54	5·04	4·60	XXI	
48·01	50·98	47·91	46·53	(a) 41·86	4·13	4·06	4·34	4·82	(a) 5·64	XXXIII	
41·79	42·45	43·97	43·78	43·37	6·12	6·04	5·97	6·03	5·59	XL	
38·29	40·29	44·35	46·60	42·83	12·06	10·96	8·55	7·66	9·26	XLII	
65·73	59·94	56·69	57·03	(a) 70·17	2·30	2·95	3·30	3·34	(a) 1·75	XLIV	
58·99	56·13	54·89	53·00	54·50	4·46	5·29	5·45	5·81	5·34	XLVII	
...	103·75	94·63	92·71	95·83	...	...	0·14	0·21	0·13	XLIX	
63·05	59·73	60·76	55·25	57·87	3·67	3·76	3·95	5·09	4·92	L	
40·50	41·31	41·11	43·63	45·53	7·23	7·43	7·90	6·89	6·80	LI	
57·22	61·99	63·16	59·39	51·82	5·84	4·43	4·23	4·62	6·38	LVII	
38·09	41·60	36·60	33·66	40·22	10·42	8·89	11·44	11·52	10·34	LXXI	
49·61	47·89	37·56	44·02	43·54	4·17	4·65	7·75	6·73	4·09		
57·00	57·93	50·06	55·04	58·22	4·66	4·77	5·72	4·72	(c) 4·05	LXXIII	

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	RAILWAY.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working ex penses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	STANDARD GAUGE.	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian . .	1,712·25	1,741·81	32·62	38,55,94,341	2,25,145	5,96,06,881	1,88,43,320	4,07,63,561	15·46	4·89	10·57	658	31·61
II	Bengal Central . .	125·01	125·01	15·20	1,20,61,688	96,486	10,24,657	6,56,650	3,68,007	8·50	5·44	3·06	158	64·08
III	Bengal-Nágpur .	1,067·41	925·08	8·34	11,78,65,337	1,10,422	68,79,193	35,15,339	33,63,854	5·83	2·98	2·85	143	51·10
IV	Indian Midland . .	727·35	733·84	10·57	9,30,71,920	1,27,960	56,25,824	31,13,912	25,11,912	6·04	3·35	2·69	147	55·35
V	Bhopal-Itársi (British section) . .	13·11	13·11	16·23	23,24,365	1,77,297	1,93,364	1,13,929	79,435	8·32	4·90	3·42	284	58·81
VI	Godhra-Rutlam-Nágda	141·14	141·14	4·73	1,76,17,386	1,24,822	13,26,922	6,78,596	6,48,326	7·53	3·85	3·68	181	51·14
VII	Wardha Coal . .	44·85	(*a*)	22·66	49,96,325	1,11,326	(*b*) 79,477	(*c*) 1,350	77,827	...	...	1·56	...	...
VIII	Dhond-Manmád .	145·44	(*a*)	20·74	4,14,25,327	78,488	(*b*) 3,01,940	(*c*) 12,304	2,89,636	...	...	2·58	...	...
IX	Bezwada extension (East Coast State) .	20·58	(*d*)	9·89	15,91,342	72,952	(*b*) 95,390	...	95,390	...	...	5·35	...	...
X	Washermenpet-Ennúr section (Bezwada-Madras) . .	8·45	8·45	2·86	5,99,150	70,905	44,064	25,625	18,439	7·35	4·27	3·08	100	58·15
	State lines worked by the State.													
XII	North Western .	(*e*) 2,817·64	(*f*) 2,826·72	17·66	46,57,25,572	1,65,289	3,75,33,479	1,89,86,783	1,85,46,696	8·06	4·08	3·98	255	50·59
XIII	Hyderabad-Shadipalli	58·91	58·91	6·37	18,10,890	30,740	2,22,646	1,52,488	70,158	12·29	8·42	3·87	73	68·49
XIV	Oudh and Rohilkhand (*g*) . .	1,030·36	995·10	16·79	1,46,44,814	1,11,267	98,51,598	45,43,871	53,07,727	8·59	3·96	4·63	190	46·12
XV	Eastern Bengal . .	262·98	255·35	27·50	(*h*) 6,48,10,569	2,46,446	86,55,212	36,07,676	50,47,536	13·35	5·57	7·78	652	41·68
XVI	Calcutta Port Commissioners' . .	8·53	8·53	17·09	71,28,712	8,35,722	4,28,263	2,78,682	1,49,581	6·01	3·91	3·10	966	65·07
XVII	East Coast (*i*) . .	(*j*) 718·99	(*k*) 549·41	3·41	7,15,68,707	99,541	26,98,086	20,31,079	6,67,007	3·77	2·84	0·93	94	75·28
	Lines worked by guaranteed companies.													
XIX	Great Indian Peninsula	1,288·00	(*l*) 1,491·31	34·33	27,60,87,648	2,14,354	3,48,77,496	2,07,50,228	1,41,27,268	12·63	7·52	5·11	450	59·49
XX	Bombay, Baroda and Central India . .	460·90	460·90	32·34	10,55,34,901	2,28,976	1,58,62,726	71,20,521	87,42,205	15·03	6·75	8·28	662	44·89
XXI	Madras . . .	839·23	839·23	34·70	11,95,62,675	1,42,467	1,07,20,483	53,07,826	54,12,657	8·97	4·44	4·53	246	49·51
	Carried over .	11,497·16	11,173·90	...	1,87,38,31,869	1,63,067	19,60,27,401	8,97,40,179	10,62,87,222	10·46	4·79	5·67	337	45·78

(*a*) Included with the Great Indian Peninsula railway.
(*b*) Represents the amount received as rent for the lease of this line.
(*c*) Expenditure incurred direct by the State.
(*d*) Included with the Nizam's Guaranteed State railway.
(*e*) Including 6·12 miles (Meean Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
(*f*) Including 13 miles of the East Indian railway and 2·20 miles of the Delhi-Umballa-Kálka railway worked over, but excluding 6·12 miles used f military traffic only,—*vide* remark (*e*).
(*g*) Including the Cawnpore-Barhwal railway (metre gauge link).
(*h*) Including the outlay on the unopen section of the Rajbari-Faridpur branch, as the figures for the open and unopen sections are not given separately
(*i*) Including the open portion of the Ennur-Bezwada section (Bezwada-Madras).
(*j*) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metre gauge).
(*k*) Including 2·66 miles (laid on the mixed gauge), but excluding 0·33 mile (metre gauge).
(*l*) Including the mileage of the branch lines worked by the Company.

DIX C.

of working of Indian railways for the year 1898.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings
	STANDARD GAUGE —*concluded.*	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	Brought forward .	11,491·16	11,573·90	...	1,87,38,31,669	1,63,067	19,60,27,401	8,97,40,179	10,62,87,222	10·46	4·79	5·67	337	45·78
	Assisted companies.													
XXII	Delhi-Umballa-Kalka	162·24	162·24	7·80	(a) 1,53,79,284	94,793	16,07,512	7,71,606	8,35,906	10·45	5·02	5·43	191	48·00
XXIII	Tarkessur . . .	22·23	22·23	14·00	17,77,085	79,941	3,14,057	1,55,595	1,58,462	17·67	8·75	8·92	272	49·54
XXIV	Southern Punjab (Delhi-Samasata) .	399·80	399·80	2·00	2,56,71,358	54,205	13,96,774	7,26,322	6,70,452	6·45	3·35	3·40	67	52·00
XXV	Tápti Valley . .	35·91	(b) 3·05	0·08	16,61,000	46,255	2,836	1,381	1,455	0·17	0·08	0·09	18	48·70
	Lines owned by native states and worked by companies.													
XXVIII	Khámgaón . .	7·53	(c)	28·83	5,22,150	69,159	(d) 24,326	...	24,326	...	...	4·66	...	...
XXIX	Amráoti . . .	5·44	(c)	27·87	4,48,112	82,374	(d) 40,657	(e) 885	39,172	...	...	8·74	...	...
XXX	Bina-Goona . .	71·74	71·74	4·00	49,26,209	68,668	1,30,604	71,964	58,040	2·64	1·46	1·18	35	55·36
XXXI	Bhopal-Ujjain . .	113·52	113·52	4·00	75,85,789	66,823	4,16,940	2,11,890	2,05,050	5·50	2·79	2·71	71	50·82
XXXII	Bhopal-Itársi (Native State section) .	44·28	44·28	14·06	50,00,000	1,12,918	4,17,010	2,45,635	1,71,375	8·34	4·91	3·43	181	58·90
XXXIII	The Nizam's Guaranteed State . .	332·32	(f) 354·70	16·02	4,05,17,380	1,21,923	40,76,673	18,02,093	22,74,580	10·06	4·45	5·61	221	44·20
XXXIV	Nágdá-Ujjain . .	34·32	34·32	2·47	22,31,596	65,023	1,29,628	58,118	71,510	5·81	2·60	3·21	73	44·83
XXXV	The Gáekwar's Petlád	13·35	13·35	8·66	7,37,433	55,238	51,121	22,965	28,156	6·93	3·11	3·82	74	44·92
XXXVI	Kolar Gold-fields .	10·06	10·06	4·59	7,40,183	74,018	2,04,002	1,22,034	81,968	27·56	16·49	11·07	392	59·82
	Lines owned by native states and worked by state railway agency.													
XXXVII	Rájpura-Bhátinda .	107·94	107·94	9·94	67,04,820	62,113	7,02,637	3,86,450	3,16,187	10·48	5·76	4·72	125	55·00
XXXVIII	Jammu and Kashmir (Native State section)	15·92	15·92	8·80	9,62,846	60,480	48,164	26,731	21,433	5·00	2·78	2·22	58	55·50
	TOTAL AND AVERAGE .	12,857·71	13,525·99	19·91	1,98,46,96,614	1,54,238	20,53,89,142	9,43,43,848	11,12,45,294	10·38	5·75	5·63	316	45·89

(a) Including interest on capital during construction (₹5,76,918).
(b) Opened for traffic on the 1st December 1898.
(c) Included with the Great Indian Peninsula railway.
(d) Represents the amount received as rent for the lease of this line.
(e) Expenditure incurred direct by the State.
(f) Including the Bezwada extension of the East Coast State railway, and 3·10 miles of the home line worked over twice by each train, but excluding 2·19 miles used for military traffic only.

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE.	Miles.	Miles.	Years.	£	£	£	£	£				£	
	State lines worked by companies.													
XL	Bengal and North-Western—													
	Tirhoot section	341·80	341·80	14·87	2,60,68,518	76,268	59,70,114	25,57,190	34,12,924	9·39	4·02	5·37	129	42·83
	Company's section	586·25	546·53	9·73	(a) 3,74,83,809	63,938								
XLI	Lucknow-Bareilly section (Rohilkund and Kumaon)	231·17	211·96	10·16	(b) 91,75,612	39,692	10,34,088	5,33,888	5,00,200	11·27	5·82	5·45	94	51·62
XLII	Rajputana-Malwa	1,673·94	1,673·94	19·30	12,95,71,818	77,405	2,09,90,393	89,90,765	1,19,99,628	16·20	6·94	9·26	241	42·83
XLIII	Pálanpur-Deesa	17·28	17·28	5·15	4,18,264	24,205	38,199	16,236	21,963	9·13	3·88	5·25	43	43·50
XLIV	Southern Mahratta	1,042·04	1,045·03	12·42	9,59,31,462	92,061	50,61,871	35,59,457	15,02,414	5·28	3·71	1·57	93	70·32
XLV	Guntakal-Mysore frontier	119·50	119·50	6·13	58,98,866	49,363	4,25,701	2,93,230	1,32,471	7·22	4·97	2·25	69	68·88
XLVI	Mysore section (Southern Mahratta)	296·00	296·00	12·78	1,50,70,980	50,915	13,92,851	9,79,430	4,13,421	9·24	6·50	2·74	90	70·32
XLVII	South Indian	1,917·88	1,037·63	19·51	7,21,86,970	70,919	84,67,581	46,15,232	38,52,349	11·73	6·39	5·34	158	54·50
XLVIII	Máyavaram-Mutupet	53·99	53·99	4·50	24,94,995	46,211	2,46,199	1,68,572	77,627	9·87	6·76	3·11	88	68·47
XLIX	Assam-Bengal	379·25	291·20	2·81	4,18,00,251	1,10,218	13,08,124	12,53,572	54,552	3·13	3·00	0·13	86	95·83
L	Burma	936·13	936·13	10·73	7,63,36,906	81,545	89,67,121	51,46,022	38,21,099	11·75	6·74	5·01	184	57·39
	State lines worked by the State.													
LI	Eastern Bengal—													
	Northern and Behar sections (including the Kaunia-Dhárla, 2′ 6″ gauge, branch)	478·47	478·47	15·76	4,05,95,844	84,845	49,94,565	21,11,610	28,82,955	12·30	5·20	7·10	201	42·28
	Dacca section	85·92	85·92	13·48	67,68,524	78,777	5,77,493	2,98,429	2,79,064	8·53	4·41	4·12	129	51·68
	Assisted companies.													
LII	Deoghur	4·79	4·79	15·88	2,86,180	59,745	32,100	25,499	6,601	11·22	8·91	2·31	129	79·44
LVI	Mymensingh-Jamálpur—Jagannathgunj (c)	33·07	5·53	0·17	9,48,266	28,675	7,660	3,447	4,213	0·81	0·36	0·45	27	45·09
LVII	Rohilkund and Kumaon (Company's section)	53·92	65·92	14·25	21,33,173	39,562	4,62,308	2,41,523	2,20,785	21·67	11·32	10·35	135	52·24
LIX	Bengal Dooars	36·40	36·40	5·74	(d) 24,59,470	67,568	2,55,534	1,34,438	1,21,096	10·39	5·47	4·92	135	52·61
LX	Dibru-Sadiya	77·50	77·50	14·99	72,68,614	93,789	7,81,414	4,98,936	2,82,478	10·75	6·86	3·89	194	63·85
LXI	Ledo and Tikak-Margherita Colliery	7·50	7·50	2·33	12,00,698	1,60,093	55,313	51,561	3,752	4·60	4·29	0·31	142	93·22
LXII	Ahmedabad-Parántij	54·59	54·59	1·53	19,19,928	35,170	1,49,789	63,953	85,836	7·80	3·33	4·47	53	42·70
	Lines owned by native states and worked by companies													
LXIV	The Gaekwar's Mehsána	92·63	92·63	8·82	32,82,212	35,434	3,46,491	1,47,439	1,99,052	10·56	4·49	6·07	72	42·55
LXV	Kolhápur	29·07	29·07	7·70	23,24,807	79,973	78,271	54,070	24,201	3·37	2·33	1·04	52	69·08
LXVI	Yesvantpur-Mysore frontier	51·35	51·35	5·39	24,03,228	46,801	1,80,081	1,23,651	56,430	7·49	5·15	2·34	67	68·66
LXVII	Mysore-Nanjangúd	15·25	15·25	7·08	6,19,280	40,609	31,493	21,369	10,124	5·09	3·45	1·64	40	67·85
	Carried over	7,715·69	7,575·91	...	58,46,48,585	75,774	6,18,54,754	3,18,89,519	2,99,65,235	10·58	5·45	5·13	157	51·56

(a) Including interest on capital during construction (£10,90,014).
(b) Including interest on capital during construction (£41,029).
(c) Opened for traffic on the 15th October 1898, but the results are only for the last two months of 1898.
(d) Including interest on capital during construction (£37,877).

DIX C.—*concld.*

of working of Indian railways for the year 1898.

suspense items, have been excluded.]

Classification Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses, including rent of leased lines and contribution to the Provident Fund, on gross earnings.
	METRE GAUGE—*concluded.*	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	Brought forward	7,715·69	7,575·91	...	58,46,48,585	75,774	6,18,54,754	3,18,89,519	2,99,65,235	10·58	5·45	5·13	157	51·56
	Lines owned and worked by native states.													
LXXI	Jodhpur-Bikaner—Jodhpur section	320·50	320·50	9·36	70,70,341	22,060	12,22,726	4,91,770	7,30,956	17·29	6·96	10·33	73	42·22
	Bikaner section	85·50	68·01	3·88	18,98,798	22,208	1,37,473	59,856	77,617	7·24	3·15	4·09	31	43·54
LXXII	Udaipur-Chitor	60·83	60·56	3·96	16,12,064	26,501	1,43,822	82,458	61,364	8·92	5·12	3·80	46	57·33
LXXIII	Bhávnagar-Gondal-Junágad-Porbandar	333·84	333·84	14·41	1,75,34,827	(*a*) 53,302	16,98,656	9,88,876	7,09,780	9·69	5·64	4·05	97	58·22
LXXIV	Jetalsár-Rájkot	46·23	46·23	5·72	15,75,212	34,073	1,78,941	1,02,884	76,057	11·36	6·53	4·83	74	57·50
LXXV	Jámnagar	54·28	54·28	1·73	22,83,765	(*b*) 45,412	1,02,945	71,164	31,781	4·51	3·12	1·39	36	69·12
LXXVI	Dhárangadrá (*c*)	20·83	12·27	0·50	5,43,230	26,079	23,396	12,778	10,618	4 3*	2·35	1·96	37	54·62
	TOTAL AND AVERAGE	8,633·70	8,471·54	13·37	61,71,66,822	(*d*) 71,524	6,53,62,713	3,36,99,305	3,16,63,408	10·59	5·46	5·13	148	51·56
	SPECIAL GAUGES. State line worked by the State.													
LXXXII	Jorhát (2′ 0″)	28·50	26·45	13·5	8,71,386	30,575	95,958	75,823	20,135	11·01	8·70	2·31	70	79·02
	Assisted companies.													
LXXXIII	Darjeeling-Himalayan (2′ 0″)	51·00	51·0	18·12	32,16,284	63,064	2,54,580	4,13,470	3,41,110	23·46	12·86	10·60	285	54·79
LXXXIV	Bársi Light (2′ 6″)	21·59	21·5	1·83	13,42,592	62,186	1,30,321	1,05,762	24,559	9·70	7·88	1·82	116	81·15
LXXXV	Howrah-Amta (2′ 6″) (*e*)	28·62	21·03	0·84	11,24,713	39,298	1,89,520	1,10,609	78,911	16·85	9·83	7·02	152	58·36
LXXXVI	Howrah Sheakhala (2′6″) (*e*)	19·50	20·8	1·07	6,09,398	31,251	76,166	54,930	21,236	8·38	6·04	2·34	70	72·12
LXXXVII	Tarakeshwar-Magra (2′ 6″) (*f*)	31·12	31·12	1·00	9,38,579	30,160	74,074	53,072	21,002	7·89	5·65	2·24	46	71·65
LXXXVIII	Tezpóre-Bálipárá (2′ 6″) (*g*)	20·00	20·01	1·00	4,56,927	22,846	85,746	65,589	20,157	18 77	14·35	4·41	82	76·49
	Lines owned by native states and worked by company.													
XCI	The Gaekwar's Dabhoi (2′ 6″)	78·80	78·80	19·01	20,70,663	26,277	2,10,240	2,36,832	—26,592	10·15	11·44	—1·29	51	112·65
XCII	Rajpipla (2′ 6″)	19·03	19·03	1·00	8,36,437	43,954	10,624	19,796	—9,172	1·27	2·37	—1·10	11	186·33
	Line owned by native state and worked by state railway agency.													
XCIV	Cooch Behar (2′ 6″)	22·22	22·14	5·28	7,75,924	34,920	66,123	59,437	6,686	8·52	7·66	0·86	57	89·89
	Line owned and worked by native state.													
XCV	Morvi (2′ 6″)	94·36	94·36	11·34	24,33,754	25,792	3,76,290	2,12,230	1,63,059	15·46	8·72	6·74	77	56·41
	TOTAL AND AVERAGE	414·74	409·30	9·75	1,46,76,657	35,388	20,69,572	14,97,550	6,62,022	14·10	9·59	4·51	97	68·01
	GRAND TOTAL AND AVERAGE	21,920·16	21,407·83	16·83	2,61,65,40,093	(*h*) 1,19,415	27,30,21,427	12,94,50,703	14,35,70,724	10·43	4·95	5·48	245	47·41

(*a*) Calculated on the mileage of the home line, *viz.*, 328·97 miles.
(*b*) Calculated on home lines, *viz.*, 50·29 miles.
(*c*) Opened for traffic on the 1st June 1898.
(*d*) Calculated on 8,628·84 miles.
(*e*) The Indian Railway Act has been applied from the 7th October 1898.
(*f*) The Indian Railway Act has been applied from the 19th May 1896.
(*g*) The Indian Railway Act has been applied from the 3rd May 1898.
(*h*) Calculated on 21,911·30 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1899.

INDEX.

Railway.	Classification.	Classification No.
A		
Agra-Delhi chord	State line worked by company	XI
Ahmedabad-Parántij	Assisted company	LXII
Amráoti	Line owned by native state and worked by company	XXIX
Assam-Bengal	State line worked by company	XLIX
B		
Bársi Light	Assisted company	LXXXIV
Bengal and North-Western (Company's section)	State line worked by company	XL
Bengal Central	State line worked by company	II
Bengal Dooars	Assisted company	LIX
Bengal-Nágpur	State line worked by company	III
Bezwada extension (East Coast State railway)	State line worked by company	IX
Bezwada-Madras (Ennúr-Bezwada section)	State line worked by the State	XVIII
Bezwada-Madras (Washermenpet-Ennúr section)	State line worked by company	X
Bhávnagar-Gondal-Junágad-Porbandar	Line owned and worked by native states	LXXIII
Bhopal-Itársi (British section)	State line worked by company	V
Bhopal-Itársi (Native state section)	Line owned by native state and worked by company	XXXII
Bhopal-Ujjain	Line owned by native state and worked by company	XXXI
Bina-Goona	Line owned by native state and worked by company	XXX
Birur-Shimoga	Line owned by native state and worked by company	LXVI I
Bombay, Baroda and Central India	Line worked by guaranteed company	XX
Brahmaputra-Sultanpur	Assisted company	LV
Burma	State line worked by company	L
C		
Calcutta Port Commissioners'	State line worked by the State	XVI
Cawnpore-Burhwál (metre gauge link)	State line worked by the State	LII
Cooch Behar	Line owned by native state and worked by State railway agency	XCIV
D		
Darjeeling-Himalayan	Assisted company	LXXXIII
Delhi-Umballa-Kalka	Assisted company	XXII
Deoghur	Assisted company	LIV
Dhond-Manmád	State line worked by company	VIII
Dhrangadhra	Line owned and worked by native state	LXXVI
Dibru-Sadiya	Assisted company	LX
E		
East Coast	State line worked by the State	XVII
Eastern Bengal—		
Dacca section		
Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge branch).	State line worked by the State	LI / XV
Standard gauge sections		
East Indian	State line worked by company	I
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	XCI
Gaekwar's Mehsána	Line owned by native state and worked by company	LXIV
Gaekwar's Petlád	Line owned by native state and worked by company	XXXV
Godhra-Rutlam-Nágdá	State line worked by company	VI
Great Indian Peninsula	Line worked by guaranteed company	XIX
Gunakal-Mysore frontier	State line worked by company	XLV
Gwalior Light	Line owned and worked by native state	XCVI
H		
Hardwar Dehra	Assisted company	XXVII
Howrah-Amta	Assisted company	LXXXV
Howrah-Sheakhala	Assisted company	LXXXVI
Hyderabad-Godávari Valley	Line owned by native state and worked by company	LXIX
Hyderabad-Shadipalli	State line worked by the State	XIII
I		
Indian Midland	State line worked by company	IV
J		
Jaipur	Line owned and worked by native state	
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	LXXVII
Jamnagar	Line owned and worked by native state	XXXVIII
Jetalsar-Rájkot	Line owned and worked by native state	LXXV
		LXXIV
Jodhpur-Bikaner	Line owned and worked by native state	LXXI
Jorhát	State line worked by the State	LXXXII
K		
Kalka-Simla	Assisted company	LXXXIX
Káraikkál-Peralam	Foreign line	LXXX
Khamgáon	Line owned by native state and worked by company	XXVIII
Kolar Gold-fields	Line owned by native state and worked by company	XXXVI
Kolhápur	Line owned by native state and worked by company	LXV
L		
Lucknow-Bareilly section (Rohilkund and Kumaon railway)	State line worked by company	XLI
Ledo and Tikak-Margherita	Assisted company	LXI
Ludhiána-Dhuri-Jakhal	Line owned by native state and worked by state railway agency	XXXIX
M		
Madras	Line worked by guaranteed company	XXI
Máyavaram-Mutupet	State line worked by company	XLVIII
Morvi	Line owned and worked by native state	XCV
Mymensingh-Jamalpur-Jagganathgarh	Assisted company	LVI
Mysore-Nanjangúd	Line owned by native state and worked by company	LXVII
Mysore section (Southern Mahratta railway)	State line worked by company	XLVI
N		
Nágdá-Ujjain	Line owned by native state and worked by company	XXXIV
Nilgiri	Assisted company	LXII
Nizam's Guaranteed State	Line owned by native state and worked by company	XXXIII
North Western	State line worked by the State	XII
O		
Oudh and Rohilkhand	State line worked by the State	XIV
P		
Pálanpur-Deesa	State line worked by company	XLIII
Pondicherry	Foreign line	LXXIX
R		
Raipur-Dhamtari branch (Bengal-Nágpur)	State line worked by company	LXXXI
Rajpipla	Line owned by native state and worked by company	XCII
Rájpura-Bhátinda	Line owned by native state and worked by State railway agency	XXXVII
Ranaghat-Krishnagarh	Assisted company	XC
Rewah	Line owned by native state and worked by company	XCIII
Rajputana-Malwa	State line worked by company	XLII
Rohilkund and Kumaon (Company's section)	Assisted company	LVII
S		
Segowlie-Raksaul	Assisted company	LVIII
Shadipalli-Balotra (British section)	State line worked by the State	LIII
Shoranur-Cochin	Line owned by native state and worked by company	XX
South Behar (Luckeeserai-Gya	Assisted company	XXVI
Southern Mahratta	State line worked by company	XLIV
Southern Punjab (Delhi-Samasata)	Assisted company	XXIV
South Indian	State line worked by company	XLVII
T		
Tapti Valley	Assisted company	XXV
Tarakeshwar-Magra	Assisted company	LXXVII
Tarkessur	Assisted company	XXIII
Tezpur-Balipara	Assisted company	LXXXVIII
Tirhoot section (Bengal and North-Western railway)	State line worked by company	XL
Tramways outside municipal limits	...	See after No. XCVI
U		
Udaipur-Chitor	Line owned and worked by native state	LXXII
W		
Wardha Coal	State line worked by company	VII
West of India Portuguese	Foreign line	LXXVIII
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXVI

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
I	East Indian—				*Main line*—		
	Main line—				Howrah to Hooghly	15-8-54*	23·23
	Howrah to Khána junction	74·48			Hooghly to Pundooah	1-9-54*	14·31
	Khána junction to Luckeeserai junction	187·20			Pundooah to Khána junction	3-2-55*	36·94
	Luckeeserai junction to Allahabad	303·01			Khána junction to Raneegunge	3-2-55*	45·71
	Allahabad to Delhi	390·39			Raneegunge to Siársol	21-7-63*	1·70
			955·08		Siársol to Sítarámpur	1-1-65*	15·15
	Loop line—				Sítarámpur to Luckeeserai junction	1-1-71*	124·64
	Khána junction to Luckeeserai junction		250·32		Luckeeserai to Dinapore	17-11-62*	82·42
					Dinapore to Moghal Sarai	22-12-62*	125·92
	Branches—				Moghal Sarai to Mirzapur	1-1-64	39·28
	Main line—				Mirzapur to south bank, Jumna	4-4-64	52·64
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)		2·60		Jumna bridge to Allahabad	15-8-65	2·75
	Hooghly junction (23·23 miles from Howrah) to Naihati on the Eastern Bengal State railway (*Hooghly bridge branch*)		4·22		Allahabad to Cawnpore	3-3-59	119·47
	Ondál junction (115·86 miles from Howrah *viá* the main line) to Alipur (*Ondál loop*)		31·54		Cawnpore to Etáwah	1-7-61	86·46
	Ikrah junction on the Ondál loop (125·63 miles from Howrah *viá* the main line) to Domohani (*Ikrah branch*)		8·92		Etáwah to Shikohabad	13-11-61	34·39
	Sitarámpur junction (137·04 miles from Howrah *viá* the main line) to Kátrásgarh (*Jherria branch*)		39·23		Shikohabad to Tundla junction	1-4-62	22·92
	Salanpur (146·20 miles from Howrah *viá* the main line) to Shamdi (*Salanpur branch*)		5·53		Tundla junction to Aligarh	1-3-63	48·56
	2·05 miles from Barákar (144·52 miles from Howrah *viá* the main line) to Chanch (*Chanch branch*)		3·88		Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
	Dheria Joba (171·17 miles from Howrah *viá* the main line) to the Damoodur river (*Dámoodur branch*)		9·77		Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Madhupur junction (182·38 miles from Howrah *viá* the main line) to Giridih (Kurhurbaree) (*Giridih branch*)		26·70		Delhi terminus	1-1-67	1·78
	Mokameh junction (282·32 miles from Howrah *viá* the main line) to Mokameh ghát (*Mokameh ghát branch*)		3·63				955·08
					Loop line—		
					Khána junction to river Adjai	3-10-58	19·00
					River Adjai to Sainthia	3-9-59	25·12
					Sainthia to Tinpahár	15-10-60	76·12
					Tinpahár to Bhágalpur	1-11-61	69·05
					Bhágalpur to Jamálpur	10-2-62	32·62
					Jamálpur to Luckeeserai	17-11-62	28·41
							250·32
					Branches—		
					Main line—		
					Bhadreswar branch	6-12-81	2·60
					Hooghly bridge branch	15-3-87*	4·22
					Ondál loop—		
					Ondál to Babasole	1-5-64	2·03
					Babasole to Mangalpur	1-1-63	2·74
					Mangalpur to Toposi	2-2-63	2·65
					Toposi to Ikrah junction—		
					For coal traffic	15-4-94	2·42
					Ikrah junction to Gourangdi	1-6-95	14·16
					Gourangdi to Alipur—		
					For goods traffic	30-3-95	7·54
					Ikrah branch—		
					For coal traffic	15-4-94	8·92
					For passenger and goods traffic	1-1-95	
					Jherria branch—		
					Sítarámpur to Barákar	1-1-65	5·43
					Barákar to Kátrásgarh	20-5-94(*a*)	33·80
							86·51
	Carried over	136·02	1,205·40		Carried over		1,205·40
							86·51

* These are the dates of opening the original single line which has

(*a*) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.
	The chord line from Khána junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line reduces the distance between Howrah and the Upper Provinces by 63·31 miles.
	A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.
	The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.	The section of the Ondál loop from Toposi to Panooria and the Ikrah branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.
The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers.	The Alipur branch of the Barákar Coal Company, extending from Alipur to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of R1,00,000. It has since been worked as a part of the Ondál loop.
The Giridih branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.
	The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled. For dates of opening the double line *see* pages cxxxiv and cxxxvi.
from the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage
I	**East Indian**—*contd.*			
	Brought forward	136·02	1,205·40	
	Branches—contd.			
	Main line—concld.			
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Gya (*Patna-Gya branch*)	57·47		
	Bankipore junction (337·74 miles from Howrah *viâ* the main line) to Dígha ghât (*Dígha ghât branch*)	5·53		
	Dildárnagar junction (433·66 miles from Howrah *viâ* the main line) to Tárighât on the Ganges opposite Gházipur (*Tárighât branch*)	12·00		
	Moghal Sarai (470·02 miles from Howrah *viâ* the main line) to Gya	125·48		
	Bárán to Daltonganj, including colliery branch	78·32		
	Naini junction (560·46 miles from Howrah *viâ* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*)	223·58		
	Allahabad junction (565·01 miles from Howrah *viâ* the main line) to fort (*Allahabad fort branch*)	2·34		
	Cawnpore junction (684·48 miles from Howrah *viâ* the main line) to the corn market in the city (*Cawnpore city branch*)	0·88		
	Shikohabad to Farukhabad	65·82		
	Tundla junction (828·25 miles from Howrah *viâ* the main line) to Agra fort (*Agra branch*)	13·35		
	Hathras Road junction to Hathras City (*Hathras city branch*)	5·61		
	Loop line—			
	Nalháti (144·60 miles from Howrah *viâ* the loop line) to Azímganj (*Azímganj branch*)	27·48		
	Tinpahár junction (104·72 miles from Howrah *viâ* the loop line to Rajmehal (*Rajmehal branch*)	7·23		
	Sakrigali junction (213·28 miles from Howrah *viâ* the loop line) to the river Ganges (*Sakrighât branch*)	2·15		
	Carried over	763·26	1,205·40	

Date of opening for public traffic.		Miles.
Brought forward		1,205·40
		86·51
Branches—concld.		
Main line—concld.		
Salanpur branch—		
For coal traffic	7-9-94	4·29
	1-1-97	1·24
Chanch branch—		
For goods traffic	1-2-93	2·88
	5-8-96	1·00
Damoodur branch	30-6-95	8·00
	15-7-96	1·77
Kurhurbaree branch	1-1-71	26·70
Mokameh branch	1-5-83	3·63
Patna-Gya branch—		
Bankipore junction to Bankipore	2-6-79	0·25
Bankipore to Jehanabad	21-4-79	28·00
Jehanabad to Gya	2-6-79	29·22
Dígha ghât branch	2-4-85	5·53
Tárighât branch	5 10-80	12·00
Jubbulpore branch	1-8-67	223·58
Allahábad fort branch	3-3-59	2·34
Cawnpore city branch	15-2-79	0·88
Agra branch	1-4-62	13·35
Hathras city branch—		
For goods traffic	1-11-98	5·61
For passenger traffic	10-1-99	
Loop line—		
Azímganj branch	15-7-92	27·48
Rajmehal branch	15-10-60	7·23
Sakrighât branch	1-1-94	2·15
Maharajpur branch	31-10-96	3·22
	30-11-98	3·15
Sultangunge branch	6-5-95	1·16
Monghyr branch	10-4-62	5·68
		506·85
Double—Main line and branches.		
Howrah to Serampore	10-3-57	11·74
Serampore to Chandernagore	1-2-58	8·38
Chandernagore to Hooghly	1-5-58	3·11
Hooghly to Magra	1-10-58	5·49
Magra to Pundooah	25-2-59	8·82
Pundooah to Burdwan	1-10-59	28·72
Burdwan to Khána	1-1-59	8·22
Khána to Durgapur	1-6-70	31·35
Durgapur to Raneegunge	2-9-70	14·36
Raneegunge to Sítarámpur	19-12-70	16·85
Sítarámpur to Luckeeserai	1-1-71	124·64
Luckeeserai to Burhee	22-6-60	9·82
Burhee to Barh	22-2-68	27·10
Barh to Futwah	1-11-68	25·87
Futwah to Dinapore	20-3-67	19·63
Dinapore to Bihta	13-8-68	10·93
Bihta to Arrah	28-3-70	13·50
Arrah to Buxar	13-8-68	42·67
		411·20
Carried over		1,712·25
		411·20

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The first 29 miles of the Patna-Gya branch are laid with rails, 64lb. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted. The country traversed by the Moghal Sarai-Gya line is comparatively flat. The most important rivers crossed are— Sone . . . . . 80 of 100 Mohar . . . . . 14 „ 60 Budh . . . . . 11 „ 60 Punpun . . . . . 10 „ 60 The permanent-way will be of the East Indian railway standard design with double-headed rails 75lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 500. The line will be fenced throughout on both sides with a five wire fence on the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills will be used throughout.	The Mokameh branch was originally 1·75 miles in length and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893, the length of this branch has now been increased to 3 63 miles. The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway. The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885. The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3½ years. The line from Nalhâti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, as a 4′ 0″ gauge line, was opened for traffic on the 21st December 1863. It was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch." The construction of the Sultangunge branch was sanctioned in March 1893. The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880. On the 1st January 1889 the Dildárnagar-Ghâzipur state railway was incorporated with the East Indian railway. The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company. The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.
On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl. The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout. The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers. The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
I	**East Indian**—*concld.*			Miles.		
	Brought forward .	765·26	1,205·40		Brought forward	1,712·25 / 411·20
	Branches—concld.					
	Loop line—concld.				*Double—Main line and branches*—concld.	
	Maharajpur to Maharajpur ghât (*Maharajpur branch*) . . .	6·37			Buxar to Dildárnagar . 15-4-82	22·46
					Dildárnagar to Zamánia . 20-5-82 .	8·59
	Sultangunge (279·28 miles from Howrah *vid* the loop line) to Sultangunge ghât (*Sultangunge branch*) .	1·16			Zamánia to Sakaldiha . 20-9-82	16·28
					Sakaldiha to Moghal Sarai 10-8-82	11·49
	Jamálpur junction (296·39 miles from Howrah *vid* the loop line) to Monghyr (*Monghyr branch*) .	5·68			Hooghly bridge branch . 15-3-87	4·22
					TOTAL DOUBLE LINE .	474·24
			776·47			
	TOTAL .		1,981·87		TOTAL OPEN MILEAGE .	1,712·25
II	**Bengal Central***—					
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal State railway) *vid* Baraset and Bongong to Khoolna .	104·51			Dum-Dum junction to Dattapukur . . . 2-4-83 .	14·25
					Dattapukur to Gobardánga 7-12-83 .	17·00
					Gobardánga to Bongong . 22-4-84 .	12·00
					Bongong to Khoolna . 16-2-84 .	61·26
						104·51
	Ranaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal State railway) to Bongong	20·50			Ránaghat to Bongong 16-10-82 .	20·50
				125·01	TOTAL OPEN MILEAGE .	125·01

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

D —*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge

Details of construction.	REMARKS.
The length of road relaid with steel rails up to the 31st December 1897 was 1,556·97 miles, as follows: Howrah district . . 180·55 Chord line . . . 369·07 Dinapore district . . 487·87 Allahabad district . . 279·31 Delhi district . . . 240·17 1,556·97 The line is double fenced throughout, excepting the Azímgañj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced. There are no curves of less than 1,009 feet in radius. The length and situation of gradients up to 1 in 100 are as shown below:	

Section of line.	Length of gradients.	
	1/80.	1/81 to 1/100.
Main line—		
Between 216 and 226 miles from Howrah (1/100)	...	6·64
Ondál loop—		
Between 125 and 147 miles from Howrah	5·19	9·95
Shekhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

This line is single throughout. The permanent-way consists of flat-footed steel rails of the Vignole section, 62lb. to the yard, laid on sleepers of creosoted pine. Sál sleepers are now being used for renewals instead of creosoted pine, and in all curves sál sleepers have been put in at the joints in place of creosoted pine sleepers, and sál sleepers have also been put in at the middle of pairs of rails in some of the curves.

At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of the line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done over curves and between Singia and Khoolna where the earth, of which the embankment is composed, is not very good.

The line is fenced throughout; iron gates are provided at level-crossings.

Viaducts and bridges are constructed for a single line.

There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.

The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881.

The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect as from the 1st July 1885.

The line was worked by the Eastern Bengal State railway under an agreement (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) till the 31st December 1896, when it was made over to the company.

An estimate for surveying suitable lines for independent passenger and goods termini for the Bengal Central Railway from Dum Dum Cantonment station was sanctioned by Government in April 1897, and the work is in progress.

An estimate for surveying a line from Bongong to Kotchandpore was sanctioned by Government in January 1898 and the work is in hand.

An estimate for surveying a line from Muxudpore at the 40th mile of the proposed Singhia-Madharipore extension to Majeegati, a place opposite Kaulipara, sanctioned by Government in June 1898, and the work is in progress.

APPENDIX

Railways constructed and in

Standard gauge — STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage	Date of opening for public traffic.	Miles.
III	**Bengal-Nágpur—**			*Main line—*	
	Main line—			Ásansol to Damoodur—	
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Bilaspur	371·47		For coal traffic . . 12-6-89 For passenger and goods traffic . . 14-12-89	5·10
	Bilaspur to Nágpur (519·41 miles, from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway)	255·22		Damoodur to Purulia . 14-12-89	41·72
			626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Bilaspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Bilaspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over		626·69	Carried over	626·69

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál, and teak wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.
On the main line the rails are 75lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy.	Owing to the negotiations for the formation of a company to construct and work this line not having been completed and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates.
On the Bilaspur-Umaria section the permanent-way consists of 75lb. section flat-footed steel rails laid on transverse steel sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high.	In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Ráj-Nándgaon, 149 miles. Of this length, 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned.
The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division, where laterite is used.	The whole system extends from Asansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Peninsula railway, with branches from Jharsuguda to Sambalpur and from Bilaspur *vid* the Umaria coal mines to Katni. There is also a branch from near Asansol to the Sanctoria collieries.
The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	The Umaria-Katni line was taken over by the Company on the 1st April 1888.
	The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follows:
	Dates for survey.
	Nágpur to Dongargarh, 4th February 1871.
	Extension from Dongargarh, 11th September 1880.
	Dates for construction.
	Nágpur to Dongargarh, 9th May 1878.
	Dongargarh to Ráj-Nándgaon, 15th March 1881.
	Dates of opening.

		Miles.
Nágpur to Tumsar—		
For goods traffic	6-4-80	53
For passenger traffic—		
Nágpur to Kamptee (9 miles)	26-7-80	
Kamptee to Tumsar (44 miles)	8-11-80	
Dowháli junction (Tumsar road) to Tirora	21-2-81	13
Tirora to Gondia	18-5-81	18
Gondia to Amgaon	25-11-81	14
Amgaon to Ráj-Nándgaon—		
For goods traffic	16-12-82	51
For passenger traffic	7-2-83	
TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE		145·50*

The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891.

The Saranda tunnel was completed and opened for traffic on the 1st October 1892. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
III	Bengal-Nágpur—*concld.*			Brought forward	626·69
	Brought forward		626·69	*Branches*—	
	Branches—			*Sanctoria coal branch*—	
	Damoodur (5·10 miles from Ásansol junction) to the Sanctoria collieries (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria collieries— For coal traffic . . 12-6-89	7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*)	30·23		*Sambalpur branch*— Jharsuguda to Sambalpur— For goods traffic . . 1-2-93 / For passenger traffic . 10-3-93	30·23
	Biláspur to Katni (*Katni branch*)	196·93	234·19	*Katni branch*— Biláspur to Birsinghpur— For goods traffic . . 1-2-91 / For passenger traffic . 9-3-91	142·57
				Birsinghpur to Umaria— For goods traffic . . 11-5-90 / For passenger traffic . 9-3-91	18·48
				Umaria to Katni . . 2-11-86	35·88
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Khargpur	99·50		*Sini to Khargpur*— For goods traffic . . 1-6-98 / For passenger traffic . 20-9-98	99·50
	Khargpur to Howrah	72·03			
	Khargpur to Barang (Cuttack), on the East Coast State railway	188·50	360·03	*Kolaghat to Khargpur*— For goods traffic . 17-12-98 / For passenger traffic . 6-3-98	35·53
	Khargpur to Midnapore		8·00	*Khargpur to Balasore*— For goods traffic . 17-12-98 / For passenger traffic . 6-3-99	71·75
				Balasore to Barang (Cuttack)— For goods traffic . . 10-1-99 / For passenger traffic . 6-3-99	116·75
					323·53
					234·19
	TOTAL		1,228·91	TOTAL OPEN MILEAGE .	1,184·41
IV	Indian Midland—				
	Main Line— Bhopal (57·11 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		*Main line*— Bhopal to Jhánsi . . 1-1-89	180·49
	Jhansi *viá* Gwalior to Agra Cantonment	135·03	315·52	Jhánsi to Gwalior . . 1-3-89	60·39
				Gwalior to Hetampur . 20-12-79	32·40
				Hetampur to Dholpur . 15-5-81	8·55
				Dholpur to Agra Cantonment 10-1-78	33·69
					315·52
	Branches—				
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		*Branches*—	
				Mánikpur branch— Jhánsi to Mau Ranipur . 5-6-89	39·96
				Mau Ranipur to Bánda . 1-8-89	78·96
				Bánda to Mánikpur . . 15-2-89	61·45
					180·37
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*)	135·22			
	Carried over	315·59	315·52	Carried over	495·89

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river.	
The Umaria-Katni section which was originally laid with second-hand East Indian railway permanent-way on timber sleepers (82lb. rails on three-fourths of the distance and 74lb. rails on the remainder), is now being relaid with 75lb. flat-footed rails on transverse steel sleepers. Eighteen miles have been relaid up to date.	
The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahánadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.	
This line will be laid with steel rails weighing 85lb. to the yard on cast-iron pot sleepers.	
The important bridges are those over the Koakhye, Katjoori, Mahánadi, Beroopa, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.	
The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:	The survey of the Sambalpur branch was sanctioned on the 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.
	The surveys of the Sini-Midnapore-Howrah and Midnapore-Barang (Cuttack) sections were carried out by Government. Sanction for construction was given in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895.
	The construction of the bridge over the Mahánadi delta at Cuttack, to connect directly with the East Coast State railway, was sanctioned in March 1897.
	The construction of the Khargpur-Midnapore section of the Midnapore-Jherriah branch was sanctioned in January 1899, and work was commenced in the same month.

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80	1/100	Length.	Radius.
	Mile.	Miles.	Mile.	Feet.
Main line—				
Between 160 and 161 miles from Nágpur.	...	0·19	...	...
„ 341 „ 363 „ „ „	...	7·36	...	...
„ 419 „ 437 „ „ „	...	5·83	...	...
„ 472 „ 491 „ „ „	...	13·01	...	...
„ 531 „ 624 „ „ „	...	23·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur.	...	12·06	...	...
„ 378 „ 387 „ „ „	...	4·53	...	...
„ 418 „ 423 „ „ „	...	1·59	...	...
„ 438 „ 439 „ „ „	...	0·01	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur.	...	8·90	...	..

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 92lb. each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi, where the rails are 75lb. to the yard, double-headed, laid on Denham-Olphert's sleepers, with 20 feet width formation. There were no engineering difficulties on this section.	On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bína to Saugor of the Biláspur-Etáwa state railway.
From Bhopal to Jhánsi the ruling gradient is 1 in 200, aggregating 74·83 miles in length and from Jhánsi to Cawnpore, 1 in 100, of which there are four in number aggregating 5·41 miles in length.	The contract also provides for the extension from Saugor to a point on the East Indian railway near Katni. Sanction was given to the construction of this line in December 1895.
The chief bridges are—	Work was started on the several sections of the Indian Midland railway on the dates given below:
Betwa (Markrari) . . 9 of 150 Narain . . . . 4 „ 150 Bína . . . . 4 „ 150 Keotan . . . . 5 „ 100 Newan . . . . 8 „ 60 Betwa (Bhilsa) . . 4 „ 100 and 5 of 75	Cawnpore-Kálpi . . . Oct. 1884 Kálpi-Jhánsi . . . . Jan. 1886 Bhopal-Bhilsa . . . . Mar. 1886 Bhilsa-Básoda . . . . Apl. 1886 Jhánsi-Lalitpur . . . . May 1886 Básoda-Lalitpur . . . . June 1886 Jhánsi-Gwalior . . . . Aug. 1886 Bína-Saugor . . . . Aug. 1887 Saugor-Damoh . . . . Dec. 1895 Damoh-Katni . . . . Jan. 1896
From Jhánsi to Gwalior the ruling gradient is 1 in 150, of which there are nine in number, aggregating 10·63 miles in length. There are heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
IV	**Indian Midland**—*concld.*				
	Brought forward .	315·59	315·52	Brought forward .	495·89
	Branches—concld.				
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Cawnpore branch*— Jhánsi to Chaunrah . . 1-2-88 95·00 Chaunrah to Cawnpore . 1-4-86 40·22	135·22
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	2·00		*Saugor branch*— Bína to Saugor . . 5-6-89	46·24
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21			
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	116·00		Bína to point of junction with Bína-Goona railway— For goods traffic . 1-5-95 } For passenger traffic 23-9-95 }	2·00
			480·00	Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . 11-11-95 } For passenger traffic 11-4-96 }	0·21
				Katni branch— Saugor to Damoh . 26-3-98	47·79
	TOTAL .		795·56	Damoh to Katni . . 1-1-99	68·21
				TOTAL OPEN MILEAGE .	795·56
V	**Bhopal-Itársi** (British section)— (See Bhopal-Itársi—page cxiv)				
VI	**Godhra-Rutlam-Nágdá**—				
	Godhra (318·71 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *viâ* Rutlam to Nágdá . . .		141·14	Godhra to Limkhéra . 16-1-93 Limkhéra to Dóhad . . 7-3-94 Dóhad to Rutlam . . 22-10-94 Rutlam to Nágdá— For goods traffic . 11-5-96 } For passenger traffic . 1-6-96 }	25·09 19·55 70·46 26·04
				TOTAL OPEN MILEAGE .	141·14

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge

Details of construction.	REMARKS.
From Jhánsi to Mánikpur the steepest gradient is 1 in 125, of which there are seven in number, aggregating 5·21 miles in length. The principal bridges are— Betwa (Sujanpura) . . 13 of 150 and 1 of 60 Dhassan (Mau) . . 13 „ 100 Ken . . . . 1 „ 250 and 12 of 100 Bagain . . . 8 „ 100 Borwa . . . 1 „ 100 and 4 of 40 Paisuní . . . 4 „ 100 Ohan . . . 1 „ 100 and 4 of 40	The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.
The Jumná bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cuttings at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100—the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior, and is laid with rails 60lb. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1898 the company have relaid 62·77 miles of track with Indian Midland railway pots, and 25·58 miles with Indian Midland railway 80lb. rails. The ruling gradient is 1 in 151·5, of which there are three in number, aggregating 3·60 miles in length. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. There are no curves under a radius of 1,000 feet. From Saugor to Damoh, the ruling gradient is 1 in 100 (one of 0·76 mile) with, and 1 in 200 (thirteen aggregating 27·55 miles) against, the coal traffic. The line is laid with 80lb. steel rails and cast iron pot sleepers. The important bridges are those over the Bewas (3-100 feet), Sonar (8-100 feet) and Kopra (4-100 feet) rivers. There are heavy rock cuttings at the 16th mile from Saugor. Fencing has been erected through Saugor Cantonment and at Damoh station only.	The length, 2·00 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopál to the point of junction with the Bhopal-Ujjain railway, 0·21 mile, on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91. The Company also works the Bína-Goona and the Bhopal-Ujjain railways. The terms of working will be found in Appendices EE, GG and HH, respectively, to Part II of the Railway Administration Report for 1896-97.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75lb. to the yard, laid on steel trough sleepers from mile 0 to 84¼ and mile 114 to 117, on deodar sleepers from mile 84¼ to 114 and mile 122 to 123 with bits of steel sleepers in three places, and on creosoted pine sleepers from mile 117 to 122 and mile 123 to 140¾. The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 76¼ miles. The rest of the line is unfenced. The ballast is of stone or gravel. The ruling gradient is 1 in 200 of which there are 70 in number aggregating 72·19 miles in length.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles. The construction of the line from Rutlam to Nágdá was sanctioned and orders for the commencement of work issued in December 1894, and work was started in March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company is printed as Appendix J to Part II of the Railway Administration Report for 1893-94 and Appendix T to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
VII	**Wardha Coal—**			
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88	Wardha to mile 18·44 . 1-2-74	18·44
			Mile 18·44 to mile 40·88 (for coal traffic only) . . 24-12-75	22·44
			Mile 40·88 to Warora (for coal traffic only) . . 26-4-76	4·00
			Mile 18·44 to mile 21 (for public traffic) . . 16-6 77	
			Mile 21 to Warora (mile 44·88), for public traffic . 7-11-77	
			TOTAL OPEN MILEAGE .	44·88
VIII	**Dhond-Manmád—**			
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . .	145·44	Dhond to Ahmednagar . 15-3-78	50·41
			Ahmednagar to Manmád . 17-4-78	95·03
			TOTAL OPEN MILEAGE .	145·44
IX	**Bezwada extension (East Coast State)†—**			
	Hyderabad frontier to Bezwada (91·00 miles from Gódávari North on the East Coast State railway)	20·38	Hyderabad frontier to Bezwada . . . 10-2-89	20·58
X	**Washermenpet-Ennúr section (Bezwada-Madras)—**			
	Washermenpet (1·02 miles from Ráyapuram on the Madras railway), to Ennúr . . .	8·45	Washermenpet to Ennúr . . 22-2-96	8·45
XI	**Agra-Delhi chord—**			
	Agra to Delhi	121·16		
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	4,626·11*		4,190·83*

* Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "xxxi—Bhopal-Itársi (Native state section)."

† Although forming an integral part of the East Coast State railway, this line is shown separately, as it is worked by the Nizam's State Railways Company.

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. There are 18 miles of 69lb. double-headed steel rails and 27 miles of 68lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track; the rails are chiefly double-headed steel, 69lb to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 140 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The ruling gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction on the 26th November 1886. It was amalgamated with the East Coast State railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system. The extension is maintained by the East Coast State Railway.
The permanent-way consists of flat-bottomed 75 lb. steel rails (East Coast State railway pattern) with five-holed fish-plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 200. The sharpest curve is 1,910 feet in radius.	The construction of this line, which was sanctioned in August 1894, was carried out by the Madras Railway Company and was worked by that Company up to the 1st July 1899 when it was taken over by the State and amalgamated with the East Coast State railway.
	The line was sanctioned for construction on the 15th September 1898.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XII	North Western—			Miles.		
	MAIN LINE AND BRANCHES (Commercial)—				MAIN LINE AND BRANCHES (Commercial)—	
	Main line—				*Main line*—	
	Gháziabad (13 miles east of Delhi on the East Indian railway), to Amritsar		303·14		Gháziabad to Meerut City . 18-4-67	27·33
					Meerut City to Umballa Cantonment . . . 1-1-69	121·02
					Umballa Cantonment to Ludhiána . . . 12-10-69	70·66
					Ludhiána to Phillour . . 15-10-70	8·28
					Phillour to Jullundur Cantonment 1-4-70	24·12
					Jullundur Cantonment to Beas 15-11-69	25·53
	Beas to Amritsar . .		26·20			
	Amritsar to Lahore . .		32·30			
			335·44			335·44
					Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.	
					Wazirabad to Naurungabad (38·00 miles), 10th April 1876.	
					Naurungabad to Jhelum (2·75 miles), 14th September 1876.	
	Lahore to Lála Músa . .		82·25		Lahore to Jhelum . . 6-10-78	103·12
	Lála Músa to Jhelum . .		20·87		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—	
	Jhelum to Ráwalpindi . .		76·38		Jhelum to Ratial, 1st January 1880 (15 miles).	
			179·50		Ratial to Ráwalpindi, 1st October 1880 (56 miles).	
					The diversions were abolished on 8th May 1882, and the complete $\frac{1}{10}$-graded through line established thus—	
					Jhelum to Ráwalpindi (70·50 miles).	
					But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{100}$ have been opened, and the present length of line on 31st March 1897 is—	
					Jhelum to Ráwalpindi .	76·38
						179·50
	Carried over .		514·94		Carried over .	335·44 179·50

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Gháziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st March 1899, 91·84 miles have been relaid with 68lb. bull-headed steel rails, 18·86 miles with 68lb. double-headed steel rails, 17·19 miles with 73lb. bull-headed steel rails, 98·52 miles with 75lb. flat-footed steel rails and 0·88 mile with flat-footed 70lb. steel rails. On the Phillour-Amritsar section, the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60lb. rails have been renewed with the bull-headed 68lb. rails. From Phillour to Amritsar the rails are laid on wooden sleepers for 33·75 miles, and on cast-iron (oval and round) pots for 41·40 miles. On the Beas bridge (0·70 mile), the rails are flat-footed, 70lb. steel, laid on longitudinal timbers. From Amritsar to Lahore the earthwork and bridges are for a single line; 13·05 miles have been relaid with bull-headed 68lb. steel rails, of which 8·88 miles are on cast-iron pots and 4·17 miles on wooden sleepers; the remaining 19·25 miles of the old Punjab section 68lb. rails have been relaid with 75lb. flat-footed rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin State railways to be worked as one Imperial system under the name of the North Western State railway. The section from Gháziabad to Amritsar (first called the Delhi Railway and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859.
The line from Lahore to Peshawar is constructed for a single track. From mile 823 to 825; the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on Indian Midland railway iron pots. From mile 825 to 826·45 the old flat-footed 60lb. iron rails have been replaced by flat-footed 75lb. steel rails on wooden sleepers; from mile 826·45 to 848, the old flat-footed 60 lb. iron rails have been replaced by double-headed 75lb. steel rails on wooden sleepers. From mile 848 to Gujrát the rails are 75lb. flat-footed steel, excepting one length, of 1·58 miles, where flat-footed 62lb. steel rails are laid. The sleepers throughout are wooden. From Gujrát to Peshawar Cantonment the rails are 62lb. steel, with the exception of isolated lengths, aggregating 78·42 miles of track, of 75lb. flat-footed steel, and 4·85 miles of 64lb. double-headed rails. The whole length is laid with wooden sleepers, except 40·41 miles with steel sleepers and 6 miles with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Peshawar section are as follow: *Dates for survey.* Jhelum to Rawalpindi, 8th November 1864. Lála Músa to Miani junction, September 1877. Rawalpindi to Khusálgarh, September 1879. Jhelum to Rawalpindi for improvement of grades, February 1886.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XII	North Western—*contd.* Miles.	Miles.		Miles.
	Brought forward . 514·94		Brought forward .	335·44 179·50
	MAIN LINE AND BRANCHES (Commercial)—*contd.*		MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Main line—		*Main line*—	
	Ráwalpindi to Pesháwar Cantonment 104·90		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048½ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.	
			Thus, Ráwalpindi to Attock bridge	58·61
			Attock to Khairabad . 31-5-83	2·38
			Khairabad to Pesháwar City 1-5-82	41·25
			Pesháwar City to Pesháwar Cantonment . . . 1-1-83	2·65
				284·40
	Branches—		*Branches*—	
	Siálkot branch—		*Siálkot branch*—	
	Wazirabad to Siálkot . . 26·50		Wazirabad to Siálkot 1-1-84	26·50
	Carried over . 646·34		Carried over .	646·34

D—*continued.*

progress on the 31st March 1899.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{33}$-grades have now been improved to $\frac{1}{100}$; and the Taraki quarry.	*Dates for construction.* Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . Sept. '79 Ráwalpindi to Pesháwar City . . . 3-10-79 Pesháwar City to Peshawar Cantonment . 1-1-83 Maini to Jhelum river . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . Nov. '86 „ Domeli to Sohawa . . . 31-10-91 „ Sohawa to Gujar Khan . . . 18-4-89 „ Gujar Khan to Ráwalpindi . . 28-2-92
The chief works on the Ráwalpindi-Peshawar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Peshawar is, however, only partially fenced.	It was originally intended to construct the line from Lahore to Peshawar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below: 62lb. flat-footed steel on wood sleepers 8·20 miles 70 „ „ „ „ 1·50 „ 60 „ „ iron „ 24·05 „ 60 „ „ „ on steel sleepers 1·75 „ 75 „ „ steel on wood „ 0·08 „ 35·58 (From Wazirabad to the frontier of the Kashmir state.) On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshawar, a distance of 1,555 miles.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XII	North Western—*contd.*	Miles.	Miles.			Miles.
	Brought forward . .	646·34		Brought forward		646·34
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Wazirabad-Lyallpur branch—			*Wazirabad-Lyallpur branch*—		
	Wazirabad (885 miles from Kiámari on the North Western railway) to Lyallpur . .	95·68		Wazirabad to Hafizabad	15-8-95	37·37
	Lyallpur to Toba Tek Singh .	49·00		Hafizabad to Sangla Hill	1-1-96	31·10
	Toba Tek Singh to Khanewal .	56·00		Sangla Hill to Lyallpur	15-2-96	27·21
		200·68				95·68
	Kashmir branch—			*Kashmir branch*—		
	Siálkot to the frontier of the Kashmir state . .	9·08		Siálkot to the frontier of the Kashmir state .	15-3-90	9·08
		209·76				104·76
	Main line—			*Main line*—		
	Lahore to Khánpur . . .	353·85		Lahore to Mooltan .	24-4-65	207·82
				Mooltan to Muzaffarabad .	21-8-70	6·89
				Muzaffarabad to Khánpur .	1-7-78	139·14
						353·85
	Carried over .	1,209·95		Carried over		1,104·95

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
The Wazirabad-Lyallpur section is constructed for a single track. The permanent-way consists of second-hand 60lb. bull-headed, 68lb. double-headed and 60lb. flat-footed rails obtained from the renewals of the North Western State railway, laid on second-hand serviceable wooden or trough sleepers. For the the line is being present ballasted to about $\frac{1}{6}$ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western State railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earthwork, masonry of bridges, and other masonry work.
The Lyallpur-Khanewal extension will be almost a surface line throughout, with grades not exceeding 1 in 300. With the exception of the Ravi bridge of 4 spans of 96 feet and one span of 100 feet, there are no large or difficult engineering works. The line is being laid with second-hand North Western State railway rails and new wooden sleepers.	The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and is treated as a quarry siding.
	The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895. Work was commenced in 1897.
The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·50 from Kurrachee, and another 3 × 40 feet at mile 793·25 over the Jhang branch canal.	The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.
Girders for all bridges have been supplied from the old stock of the North Western State railway.	
From Lahore to Ráewind the earthwork and bridges are for a single track.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859.
From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68lb. iron rails have been in parts (aggregating 188·49 miles) replaced with double-headed 68lb., bull-headed 73lb., flat-footed 75lb., and bull-headed 77½lb. and 62lb. flat-footed steel rails.	
The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60lb. to the yard, but 17·35 miles have been replaced with 62lb. flat-footed steel rails, and 122·94 miles with 75lb. flat-footed steel rails. The sleepers are wooden, except 71·57 miles which are laid with steel transverse sleepers.	The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.
On the 1st January 1889, Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
XII	North Western—*contd.*	Miles.	Miles.	Miles.			Miles.
	Brought forward		1,209·95		Brought forward		1,104·95
	MAIN LINE AND BRANCHES (Commercial)—*contd.*				MAIN LINE AND BRANCHES (Commercial)—*contd.*		
	Khánpur to Rohri	132·05			Khánpur to Rohri	1-7-78	132·05
	Rohri to Sukkur	2·64			Rohri to Sukkur	27-3-89	2·64
	Sukkur to Kotri	225·36			Sukkur to Rádhan	1-10-78	79·31
			360·05		Rádhan to Laki	27-10-78	70·57
					Laki to Kotri	8-10-78	75·48
							360·05
	Kotri to Kurrachee Cantonment	102·59			Kotri to Kurrachee City	13-5-*61*	104·89
	Kurrachee Cantonment to Kurrachee City	2·30			Kurrachee City to Kiámári (including Napier Mole line)—		
	Kurrachee City to Kiámári (including Napier Mole line)	3·06			For goods traffic	16-6-89	3·06
			107·95		For passenger traffic	5-11-91	
							107·95
	Branches—				*Branches*—		
	Phulji to Puranadera		2·57		Phulji to Puranadera—		
	Sukkur to Sukkur Bandar		1·25		For goods traffic	1-6-82	2·57
	Kotri to Kotri Bandar		1·14		Sukkur to Sukkur Bandar	1-10-78	1·25
					Kotri to Kotri Bandar	1-4-89	1·14
	*Meean Meer chord line**—				*Meean Meer chord line**—		
	Meean Meer East to Meean Meer West		2·13		Meean Meer East to Meean Meer West	10-12-91†	2·13
	Kotri-Rohri (Chord) Line—				*Kotri-Rohri (Chord) Line*—		
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30			Rahoki to Shahdadpur—		
	Rahoki on the Hyderabad-Shadipalli railway (119·52 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western State railway	178·93	184·23		For goods traffic	15-11-96 / 21-1-96‡	39·09
					For public traffic	16-12-96	
					Shahdadpur to Rohri—		
					For goods traffic	15-11-96	139·84
					For public traffic	16-12-96	
							178·93
	Carried over		1,869·27		Carried over		1,758·97

* This is a military line and is not intended to be used for ordinary public traffic.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is the date on which the line was opened for goods traffic and worked by construction trains.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
The section from Khánpur to Kotri is constructed for a single track and with flat-footed iron rails 60lb. to the yard, and flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . 8-11-71 Sukkur to Kotri . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic.
	The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.
Ordinary double-headed rails, 65lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 78·50 miles having been relaid with 75lb. flat-footed, 28·45 miles with 68lb. double-headed, and 1·00 mile with 77½lb. bull-headed steel rails up to the 31st December 1898. From Kiámári station to Kotri station (except over the Malir bridge) the line is double.	
From Meean Meer East to Meean Meer West, including the siding to the commissariat yard (3·55 miles), the line is constructed of second-hand 68lb. bull-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Kotri-Rohri (Chord line) traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 feet girders and one land span of 100 feet. Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light. On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500. The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 feet. All bridges over 2 feet span, except those on the Kotri approach to the Indus bridge, and that bridge are being built for a double line. The permanent-way consists of 75lb. flat-footed steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 feet rail. Ballast will ultimately consist of broken stone, but at present the line is packed with earth. Sidings are being laid with second-hand materials.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Karachi to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier. The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Karachi, and will also give an alternative route to Quetta. The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the bridge in September 1895.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XII	**North Western—*contd.***				
	Brought forward	1,869·27		Brought forward	1,758·97
	MAIN LINE AND BRANCHES (Commercial)—*concld.*			MAIN LINE AND BRANCHES (Commercial)—*concld.*	
	Ferozepore branch—			*Ferozepore branch*—	
	Ráewind to Ferozepore Cantonment	33·00		Ráewind to Kasúr 15-4-83	16·50
				Kasúr to Ganda Singhwála 10-6-83	7·00
				Ganda Singhwála to Ganda Singh Bandar 15-12-83	
	Hussainiwala to Ferozepore Cantonment	4·00*		Ganda Singh Bandar to Hussainiwala 8-5-87	5·50
				Hussainiwala to Ferozepore City 1-10-92	2·00
				Ferozepore City to Ferozepore Cantonment 1-10-88	2·00
					33·00
				Hussainiwala to Ferozepore Cantonment 8-5-87	4·00*
	Pathánkot branch—			*Pathánkot branch*—	
	Amritsar *vid* Batála and Gurdáspur to Pathánkot	66·70		Amritsar to Dinanagar 1-1-84	51·22
				Dinanagar to Pathánkot 8-6-84	15·48
			1,972·97		66·70
				TOTAL MAIN LINE AND BRANCHES	1,862·67
	FRONTIER SECTION (Military)—			FRONTIER SECTION (Military)—	
	Sind-Sagar railway and Khusálgarh branch—			*Khusálgarh branch*—	
	Khusálgarh branch—				
	Golra junction to Khusálgarh	70·16		Golra junction to Langar 1-4-81	60·50
				Langar to Khusálgarh 16-4-81	
				Khusálgarh, new station 13-7-83	9·66
					70·16
	Carried over	70·16	1,972·97	Carried over	1,862·67 / 70·16

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 5·88 miles with 68lb. bull-headed steel rails on cast-iron pot-sleepers; 16·75 miles with 75lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26½ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 326·45 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails, 64·70 miles with 62lb. flat-footed, and 2·00 miles with 68lb. double-headed rails, have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western State railway. It was absorbed into the North Western State railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat-footed steel, 62lb. to the yard, spiked to transverse wooden sleepers, except 1·25 miles which are on steel sleepers. The Khusálgarh branch is unfenced, except at stations.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XII	North Western—*contd.*					
	Brought forward		70·16	1,972·97	Brought forward	1,862·67 / 70·16
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*	
	Sind-Sagar railway—				*Sind-Sagar railway*—	
	Main line—				*Main line*—	
	Lála Músa (82·37 miles from Lahore) to Malakwál	44·97			Lála Músa to Malakwál — 10-2-86	44·97
	Malakwál to Chenab west bank	294·75			Malakwál to Bhakkar — 15-8-87	175·04
	Chenab west bank to Chenab east bank	2·49			Bhakkar to Chenab west bank — 22-1-87	119·71
	Chenab east bank to Sher Shah	2·39			Chenab west bank to Chenab east bank — 1-2-90	2·49
			344·60		Chenab east bank to Sher Shah — 1-1-89	2·39
						344·60
	Branches—				*Branches*—	
	Bhera branch—				*Bhera branch*—	
	Malakwál to Bhera	18·10			Malakwál to Bhera — 15-3-87	18·10
	Bhaganwala branch—				*Bhaganwala branch*—	
	Haranpur to Bhaganwala	7·88			Haranpur to Bhaganwala—	
					For goods traffic —	7·88
	Khewra branch—				*Khewra branch*—	
	Chalisa junction to Khewra salt mines	6·36			Chalisa junction to Khewra salt mines — 15-8-87	6·36
	Khewra to Dandot	2·15			Khewra to Dandot—	
			8·51		For coal traffic — 1-8-89	2·15
	Mári branch—				*Mári branch*—	
	Kundián to Miánwáli	9·00			Kundián to Mári — 15-3-92	36·32
	Miánwáli to Mári	27·32				
			36·32			
	Dera Ghási Khan branch—				*Dera Ghási Khan branch*—	
	Mahmúd Kot to Ghází ghát	11·27			Mahmúd Kot to Ghází ghát — 1-4-87	11·27
			82·08			82·08
					Total Sind-Sagar railway with branches and Khusálgarh branch	496·84
	Carried over		496·84	1,972·97	Carried over	1,862·67 / 496·84

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Sind-Sagar eastern section (formerly known as the Salt branch of the Punjab Northern state railway) was originally laid for a metre-gauge single track with 40lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60lb. to the yard, laid on wooden sleepers.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems.
The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard, 200·65 miles on steel sleepers, 1·83 miles on steel and wood mixed, and the remainder with wooden sleepers.	The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river.
The steepest gradient on the main line is 1 in 100.	
The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.	
The permanent-way on the Bhaganwala branch consists of iron flat-footed 60 lb. rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.	The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It was subsequently opened for passenger traffic.
On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 0·83 mile of 1 in 60, and another 0·46 mile long of 1 in 100.	
The sharpest curve on the main line is 3°, on the branches 818·5 feet is the sharpest, except on the Khewra branch, where there are five curves of 1,000 feet radius.	
The earthwork is light throughout.	
The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.	
On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run.	The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.
The Miánwáli-Mári section is laid with second-hand iron rails, 60lb. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run.	The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.
The branch is unfenced throughout.	
The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah.	
The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.	
On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level.	[The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·96 Miani to Bhera . . 9·11 Miani to Khewra (abandoned) . . 10·00 73·07
Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	The dates of opening of the metre gauge line were as follow: Lála Músa to Bahá-ud-dín (28·46 miles) on the 1st January 1880.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XII	North Western—*contd.*			Miles.		
	Brought forward		496·84	1,972·97	Brought forward	1,862·67 496·84
	FRONTIER SECTION (Military)—*contd.*				FRONTIER SECTION (Military)—*contd.*	
	Mari-Attock—					
	Campbellpore Cantonment (new station) to Basál junction	18·89				
	Jand junction to Daud Khel	56·07				
			74·96*			
	Sind-Pishin railway—				*Sind-Pishin railway*—	
	Main line—				*Main line*—	
	Ruk junction (Point No. 5) to Bostán distant signal (Chaman extension)	268·15			Ruk to Sibi—	
					For coaching traffic 2-5-80	132·26
					For goods traffic 1-7-80	
	Base of Bostán triangle loop	0·31			Sibi to Sharigh—	
					For goods and parcels traffic 20-3-87	74·80
					For coaching traffic 28-8-87	
	Bostán to Gulistán	29·62			Sharigh to Bostán 28-8-87	61·13
	Gulistán to Kila Abdulla	8·17			Base of Bostán triangle loop	0·31
	Kila Abdulla to Chaman	29·40			Bostán to Kila Abdulla—	
			335·65		For goods traffic 25-1-88	37·79
					For coaching traffic 8-2-88	
					Kila Abdulla to Chaman 1-1-92	29·40
					Total Sind-Pishin railway	335·65
	Carried over		907·45	1,972·97	Carried over	1,862·67 832·49

* The total length from Mári to Campbellpore Cantonment is 90·96 miles, of which 74·96 miles are new line and 16·00 miles are a part of the existing Kushalgarh branch of the North Western State railway.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.	Bahá-ud-dín to Hariah (10·52 miles) on the 1st February 1880. Hariah to Miani (14·98 miles) on the 10th April 1880. Miani to Bhera (9·11 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.
The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level. The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete. The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.	
This scheme completes the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan. The works are those of a ghát line of the heaviest class. There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging. The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Campbellpore Cantonment. The ruling gradient is 1 in 83 compensated, and such grades occur as under: Cambellpore Cantonment to Basál . 9·37 miles Langar to Daud Khel . . . . 17·36 miles 26·73 miles	The line was opened for public traffic on the 1st April 1899.
Somewhat extensive protective works have been carried out to train the river through the bridge. The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-iron pots, 82 lb. East Indian railway (very old) rails, and 84 lb. Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on steel sleepers on the 31st December 1898. From Sibi for a length of 38·87 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olphert's sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. and 100lb. to the yard, on steel trough sleepers. The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879. Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887. The re-grading of the line between Sibi and Nákus has been completed; there is now no grade on that section virtually steeper than 1 in 55.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XII	North Western—*contd.*			Miles.		
	Brought forward		907·45	1,972·97	Brought forward	1,862·67 832·49
	FRONTIER SECTION (Military) - *contd.*				FRONTIER SECTION (Military)—*contd.*	
	Mushkaf-Bolan—				*Mushkaf-Bolan railway*—	
	Sibi (Point No. 51) to distant signal	0·83			Sibi (Point No. 51) to Quetta south distant signal (*a*) 15-4-97	86·74
	Sibi distant signal to Nari Bank	3·98				
	Nári Bank to Kolpur	50·00				
	Kolpur to Quetta south distant signal	24·93				
			86·74			
	Carried over		994·19	1,972·97	Carried over	1,862·67 919·23

(*a*) The railway was utilized for the carriage of both goods and passengers for a short period in November 1896, while traffic was suspended on the Sind-Pishin section owing to the line being breached, but the line was actually opened on the 15th April 1897.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and *Nákus*. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman. From Nárí (459th mile from Kiámári) to Spintangi (494th mile) and from Dirgi (543rd mile) to Ghurkai (575th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (610th mile) the Khojak tunnel, 2¼ miles long, occurs; the approaches to it on either side involve very heavy earthwork. The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	
The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to Nárí Bank station, about 5 miles from Sibi and 456·78 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nárí Bank, *viá* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli. The new line just constructed is on a completely new alignment between Nárí Bank and Kolpur, the actual length of the construction works being 57 miles. From Nárí Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viá* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open, but the line crosses the Mushkaf river twice and has two tunnels. On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being five tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings. Thence to Mach at mile 498·37, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley. Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·35) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán. Between Hirók and Kolpur (513·80 mile) the works are again very heavy, involving numerous heavy rock cuttings, four tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891. The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line. Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were sanctioned in December 1893. The line between A-bi-Gum and Kolpur is double. The Mushkaf-Bolán railway was incorporated with the North Western State railway from the 31st May 1896.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles. Miles.	Miles.			Miles.
XII	**North Western—*concld.***					
	Brought forward . .	994·19	1,972·97	Brought forward .	1,862·67 919·23	
	FRONTIER SECTION (Military)—*concld.*			FRONTIER SECTION (Military)—*concld.*		
	Quetta loop—			*Quetta loop*—		
	Quetta south distant signal to Bostán (Point No. 1) . . 20·59			Quetta south distant signal to Bostán (Point No. 1) . 28-8-87		20·59
	Nari Bank to Rindli (*Rindli branch*) . . . . 13·81			Nari Bank to Rindli (*Rindli branch*)		13·81
	Mithri chord (in Quetta district) 0·60			Mithri chord . . . 1-1-98		1·34
	Mithri chord (in Sukkur district) 0·74			*Total Quetta loop* . .		35·74
		35·74	1,029·93	TOTAL FRONTIER SECTION .		954·97
				DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—		
				Kiámári to Kurrachee City	30-6-97	3·06
				Kurrachee City to Kurrachee Cantonment . . .	13-5-61	2·30
				Kurrachee Cantonment to Pipri	20-6-97	20·75
				Pipri to Kotri . . .	3-5-98	81·89
				Meean Meer East to Meean Meer West . . .	10-12-91	2·13
						110·13
				Gulistán to Chaman . .	20-9-92	36·82
				A-bi-Gum to Kolpur . .		23·54
				TOTAL DOUBLE LINE .		170·49
		TOTAL .	3,002·90	TOTAL OPEN MILEAGE .		2,817·64
XIII	**Hyderabad-Shadipalli—**					
	Gidu Bandar on the Indus near Hyderabad to Shadipalli . .		58·91	Gidu Ban dar to Shadipalli .	18-8-92	58·91

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
From Sibi to Nari Bank the permanent-way consists of 75 lb. double-headed rails and Denham Olphert's sleepers. From Nari Bank to mile 461½, 75 lb. double headed and cast iron chairs and deodar sleepers. From mile 461¼ to mile 484½, 75 lb. double-headed rails on Denham Olphert's pot sleepers. From mile 484½ to mile 490½, 75 lb. flat-footed rails on steel sleepers. From mile 490½ to Kolpur, 100 lb. flat-footed rails on steel sleepers, and from Kolpur to Quetta, 75 lb. flat-footed rails on steel sleepers.	
This section is unfenced.	
The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers.	
The works are light and the ruling gradient is 1 in 93·6. This section is unfenced.	
The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
	1/80 and less	1/75 to 1/80	1/75 to 1/100	Length.	Radii.	
North Western—	Miles.	Miles.	Miles.	Miles.	Feet.	
Lahore district (1/100)	...	...	0·21	...	...	
Rawalpindi (1/80)	...	...	67·59	...	...	
Mile 955·50 between Lahore and Rawalpindi	...	...	...	0·21	955	
Sind-Sagar, Main line—						
Between Haranpur and Chalisa (1/100)	...	...	0·06	...	...	
Khusalgarh branch	1·23	12·42	9·21	...	...	
Bhaganwala ,, (1/80)	...	...	0·43	...	...	
Khewra ,,	...	1·59	0·45	...	...	
Sukkur bandar ,, (1/75)	...	0·08	...	...	...	
Sind-Pishin—						
Sibi to Nákus	...	30·43	5·58	6·49	Varying from 455 to 999 ft.	
Nákus to Bostán	22·70	18·96	6·83	10·18	Varying from 500 to 980 ft.	
Bostán to Varu	...	...	1·42	...	...	
Gulistán to Chaman	25·14	3·16	1·24	7·66	Varying from 772 to 988 ft.	
Bostán to Quetta	...	...	5·10	0·20	Varying from 550 to 980 ft.	
Mushkaf-Bolan—						
Sibi to A-bi-Gum	...	19·46	4·20	...	...	Ruling gradient 1 in 55
A-bi-Gum to Mach	6·96	0·13	...	0·19	846 ft.	,, 1 in 33
Mach to Kolpur	14·21	0·38	...	0·90	Varying from 900 to 955 ft.	,, 1 in 25
Kolpur to Quetta	...	...	2·70	...	...	,, 1 in 100

The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western State railway. The terms of working will be found in Appendices AA to this report and V to Part II of the Railway Administration Report for 1892-93, respectively.

This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Stone ballast is used for 29·50 miles only (in five pieces).

There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.

The construction of this line was sanctioned on the 5th March 1891.

It is worked by the North Western State railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.

APPENDIX

Railways constructed and

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XIV	**Oudh and Rohilkhand—**			Moghal Sarai to 3·25 mile 22-12-62	3·25
	Main line—			From 3·25 miles south of the Dufferin bridge to the Benares Ganges station 1-10-87	4·25
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction for Cawnpore), Sháhjahánpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western State railway at Saháranpur junction. On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *viá* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line. On the 4th April 1898 the main line was again diverted to the chord between Benares Cantonment and Lucknow *viá* Partabgarh further shortening the through route by 12.08 miles, Jaunpur, Fyzabad and Bara Banki being placed on the loop line and the main line mileage being		518·19	From the Benares Ganges station to Benares Cantonment 18-6-83	1·50
				Benares Cantonment to Rae Bareli 4-4-98	138·36
				Lucknow to Rae Bareli—	
				For goods traffic 18-10-93	48·56
				For passenger traffic 26-10-93	
				Lucknow to Sandíla 1-2-72	30·00
				Sandíla to Hardoi 15-7-72	33·00
				Hardoi to Sháhjahánpur 1-3-73	39·00
				Sháhjahánpur to Faridpur 8-9-73	32·00
				Faridpur to Bareilly 1-11-73 / 2-12-73	13·00
				Bareilly to Moradabad (chord line *viá* Rámpur) 8-6-94	56·07
				Moradabad to Nagina 8-10-84	47·25
				Nagina to Najíbabad 1-4-85	13·70
				Najíbabad to Saháranpur 1-1-86	58·25
					518·19
	Loop lines—			*Loop lines—*	
	Bareilly to Moradabad, *viá* Chandausi	70·50		Bareilly to Ukka 22-12-73	5·00
	Benares Cantonment to Lucknow *viá* Fyzabad	199·03		Ukka to Aonla 1-11-73	14·00
				Aonla to Chandausi 10-6-73	27·00
				Chandausi to Moradabad 28-10-72	27·50
					70·50
				Benares Cantonment to Sháhganj 5-1-74	56·03
			269·53	Sháhganj to Bilwái 1-5-74	7·00
				Bilwái to Málipur 17-4-74	9·00
				Málipur to Akbarpur 2-3-74	12·00
				Akbarpur to Fyzabad 10-6-73	36·00
				Fyzabad to Bara Banki 25-11-72	62·00
				Bara Banki to Lucknow 1-4-72	17·00
					199·03
	Branches—			*Branches—*	
	Moradabad to Ghaziabad	87·05		*Ajodhya ghát branch—*	
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*)	3·22		Ránupáli to Ajodhya ghát. 15-11-86	3·22
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*)	21·52		*Bahramghat branch—*	
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*)	45·45		Bara Banki to Bahramghat 20-11-72	21·52
				Cawnpore branch—	
				Lucknow to Cawnpore 23-4-67	42·00
				Left bank Ganges to junction with the East Indian railway at Cawnpore 15-7-75	3·22
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*)	60·60		Passenger approach to the East Indian railway at Cawnpore 21-2-88	0·23
					45·45
	Lhaksar junction (498 miles from Moghal Sarai *viá* the chord line) to Hardwar (*Hardwar branch*)	17·06		*Aligarh branch—*	
				Aligarh to Rájghat 1-2-72	30·12
				Rájghat to Chandausi 28-10-72	30·48
					60·60
	Carried over	234·90	787·72	Carried over	935·57

D—*continued.*

in progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalhâti and Azimganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.
The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers.	In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge.
The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced 31·45 miles by 60 lb. and 14 miles by 75 lb. steel rails on deodar and sâl sleepers.	
Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern.	
On the northern extension, from Moradabad to Saháranpur and the Hardwar branch (with the exception of 0·03 mile laid with 60 lb. iron rails), 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893.
The Rae Bareli-Benares branch is constructed for a single line, and is used as a chord between Benares Cantonment and Lucknow and forms the main line between these two stations. The works generally are light, the largest bridges being—	The construction of the Moradabad-Saháranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company.
Sai . . . . 4 spans of 100 feet. Chamoor . . . . 4 „ 60 „ Bakli . . . . 3 „ 60 „ Burna . . . . 6 „ 40 „ Murna . . . . 3 „ 40 „ Mile 76 . . . . 5 „ 20 „ Naia Nala I . . . . 2 „ 40 „ Naia Nala II . . . . 2 „ 40 „ Rammaga . . . . 2 „ 40 „ Naia . . . . 1 „ 40 „ Spill . . . . 3 „ 20 „	The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *viâ* Chandausi being regarded as a Loop.
Besides these, there are a number of smaller bridges and numerous irrigation drains.	The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883.
The line is fenced with wire and stone posts.	Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883.
The ruling gradient is 1 in 500 and the sharpest curve is 2,865 feet.	
The permanent-way consists of flat-footed steel rails 75 lb. to the yard and transverse sâl wood sleepers.	
The ballast is of kunkur throughout and is obtained locally.	
The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers.	
The whole of the Aligarh branch has been relaid with 60 lb. steel rails and with 4 miles of steel sleepers, the remainder being pots. On the Bahramghat branch all the rails are 60 lb. iron with 4 miles of wrought iron saddle sleepers, the rest being of wood. The Ajodhya ghât branch is laid with 60 lb. steel rails and steel sleepers.	Sanction to the construction of the Ajodhya ghât branch was given on the 16th December 1884.
The length of permanent-way of the different types as existing on 31st December 1898 is shown in the following table:	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XIV	**Oudh and Rohilkhand**—*concld.*						
	Brought forward		234·90	787·72	Brought forward		935·57
	Branches—concld.				*Branches*—concld.		
					Hardwar branch—		
	Najíbabad junction (472·02 miles from Moghal Sarai *viâ* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*)	15·19		250·09	Lhaksar junction to left bank Ganges canal near Jawálapur	1-1-86	13·53
					Left bank Ganges canal near Jawálapur to Hardwar	20-8-86	3·53
							17·06
					Kotdwara branch—		
					Najibabad junction to the right bank of the Koh river opposite Kotdwára	24-12-96	15·19
	TOTAL			1,037·81	TOTAL OPEN MILEAGE		950·76
XV	**Eastern Bengal**—				EASTERN SECTION—		
	EASTERN SECTION—				*Main line*—		
	Main line—				Calcutta to Ránaghat	29-9-62	45·25
	Calcutta to Jagati junction	107·25			Ránaghat to Jagati junction	15-11-62	62·00
	Jagati junction to 145th mile	37·82			Jagati junction to 145th mile	1-1-71	37·82
			145·07				145·07
	Branches—				*Branches*—		
	Jagati junction to river Ganges (*Kooshtea branch*)		3·77		Jagati junction to river Ganges (*Kooshtea branch*)	16-2-64	3·77
	Kooshtea loop line		1·17		Kooshtea loop line	1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*)		2·00		Canal junction to Chitpore (*Chitpore branch*)	25-8-73	1·88
	Rajbári to Goalundo		5·54		Portion in Chitpore yard for goods traffic	13-4-88	0·12
	Mile 145 to Panchooria		4·74		Rajbári to Goalundo	10-6-87	4·00
	Panchooria to Faridpore		14·59			9-10-93	0·03
	Belgáchhi to the Ganges		2·30			6-10-95	0·73
	Bhydea junction to Borat		3·49			8-6-96	0·66
	Panchooria junction to the Ganges (*Fakirabad line*)		5·50			15-7-96	0·12
			43·10		Mile 145 to Panchooria	1-4-90	4·74
					Panchooria to Shivarampore	20-10-98	7·19
					Belgáchhi to the Ganges—		
					For goods traffic	27-10-98	2·30
					Bhydea junction to Borat	7-6-97	3·49
							30·20
	Carried over		188·17		Carried over		175·27

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. **Standard gauge.**

Details of construction.

Rails.

Locality.	73 lb. East Indian railway pattern double-headed iron rail.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2·93 miles	1·73	...	...	1·20	...	2·93
From mile 2·93 to Moradabad *vid* the loop line, including Bahramghát, Cawnpore and Aligarh branches	...	62·20	155·65	326·60	5·69	550·17
Ajodhya ghát branch	...	0·51	2·71	...	...	3·22
Moradabad to Saháranpur, and the Hardwar branch	...	0·03	0·05	...	136·18	136·26
Rae Bareli branch	...	...	...	48·56	...	48·56
Bareilly-Rámpur-Moradabad chord line	...	...	...	56·07	...	56·07
Kotdwara branch	...	15·06	0·13	...	...	15·19
Rae Bareli-Benares chord line	...	...	...	138·36	...	138.36
Total	1·73	77·80	158·54	570·82	141·87	950·76

Sleepers.

Cast-iron oval bowl and plate.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	Total.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
347·77	59·93	213·09	92·47	237·50	950·76

There are four kinds of ballast in use on the line, *viz.*, sand or earth with a covering of broken brick or kunker, kunker, stone, and shingle.

The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers.

The line, with the exception of 19 miles, is fenced throughout with wire fencing.

There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.

With the exception of 0·50 mile laid with 60 lb. steel rails, the permanent-way for the Kotdwara branch consists of second-hand 60 lb. iron rails laid partly on cast-iron oval bowl and partly on wrought-iron saddle back sleepers removed from the main line.

The ruling gradient on this branch is 1 in 100, of which there are five in number situate between miles 5 and 15 and aggregate 2·84 miles in length.

There are no curves under a radius of 1,000 feet.

Remarks.

Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accorded in October 1895.

A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway joins the Oudh and Rohilkhand State railway at Sháhjahánpur, 4½ miles from Rosa station.

The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.

Orders for construction of the Rae Bareli-Benares line were issued in October 1895. Work commenced in December of the same year, and on its opening was treated as part of the main line.

Between Calcutta and Rajbari the land and earthwork and masonry for bridges were originally constructed for double line whilst the piles and right-hand girders of screw-pile bridges beyond Poradaha were made strong enough for double line. One track was originally laid throughout, but this has been doubled in 1886 to Naihati, in 1892 to Ranaghat, and in 1897 to Poradaha. The rails are double headed. The were originally iron, 74 lbs. to the yard; but iron rails 68, 72 and 85 lbs. to the yard also exist.

The iron rails have been and are being largely replaced by steel rails 30 ft. and 40 ft. long 72 lbs., 73 lbs., 74 lbs. and 75 lbs. to the yard.

The second track between Sealdah and Poradaha consists entirely of steel rails 73 lbs., and 75 lbs. per yard on Denham Olphert's sleepers.

The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868.

The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871.

The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874.

There is a branch, ¼ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XV	Eastern Bengal—*contd.*	Miles. Miles.	Miles.		Miles.
	Brought forward .	188·17		Brought forward .	175·27
	EASTERN SECTION—*concld.*			EASTERN SECTION—*concld.*	
	Porádaha branch—			*Porádaha branch*—	
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges .	11·79		Porádaha to Bhairámára . 19-1-78 .	11·79
	Bhairámára to Golabnuggur (Dámukdia station) . . .	6·10		Bhairámára to Golabnuggur (Dámukdia) . . 8-12-83 .	6·10
		17·89			17·89
				Total Eastern section .	193·16
			206·06		
	SOUTHERN SECTION—			SOUTHERN SECTION—	
	Original line—			*Original line*—	
	Calcutta to Port Canning . .	27·79		Calcutta to Champahati . 2-1-62 .	15·00
	Junction with Eastern section .	0·41		Champahati to Port Canning 15-5-63 .	12·79
		28·20		Junction with Eastern section . . . . 15-8-85 .	0·41
					28·20
	Diamond Harbour line—			*Diamond Harbour line*—	
	Sonárpur to Magra Hát . .	14·85		Sonárpur to Baruipur . . 10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69		Baruipur to Magra Hát . 18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42		Magra Hát to Diamond Harbour 25-4-83	12·69
		27·96		Diamond Harbour towards Hara fort . . . 25-4-83	0·42
					27·96
	Carried over .	56·16	206·06	Carried over .	193·16 56·16

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The sleepers on the main line were originally creosoted pine, hardwood and sál, and on branches cast iron bowl sleepers. Wooden sleepers have been and are being largely replaced by Denham Olphert's sleepers.	In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The survey of the Rajbari-Faridpore branch was ordered in December 1895. The construction of the line was sanctioned in February 1897 and the work started in March 1897. The Kooshtea branch has been reduced from 4 to 3·77 miles, part of it being treated as a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State on the 1st July 1884, and on the same date the Porádaha branch of the Northern Bengal State railway was permanently amalgamated with the Eastern Bengal State railway.
The Porádaha branch is laid with rails, 72 lb. to the yard, on iron pot sleepers. The Dámukdia extension beyond Bhairamara is laid on Denham Olphert sleepers with steel rails, 75 lb. to the yard. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naihátí and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihátí and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha junction was sanctioned in December 1895, and completed in 1897. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895. It will be treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piáli bridges which are designed but not adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73 lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails are iron 74 lb. to the yard, laid generally on wooden sleepers mixed with cast iron bowls. A short length, 0·25 mile, has been laid with Greaves' bowls. With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73 lb. to the yard, on Denham-Olphert's sleepers.	The line from Calcutta to Port Canning was constructed under guarantee. The company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliaghata station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, which had been closed, the trains of the Southern section being worked from the main station at Sealdah, was reopened for passenger traffic on 1st October 1897. Orders for the Diamond Harbour survey were issued in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XV	Eastern Bengal—*concld.*				
	Brought forward .	56·16	296·06	Brought forward .	193·16 56·16
	SOUTHERN SECTION—*concld.*			SOUTHERN SECTION—*concld.*	
	Budge-Budge extension—			*Budge-Budge extension*—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66		Ballygunge to Budge-Budge—	
				For goods traffic . . 1-5-90 }	13·66
				For passenger traffic . 1-6-90 }	
			69·82	*Total Southern section* .	69·82
				DOUBLE—EASTERN SECTION—	
				Main line—	
				Calcutta to Naihâti . { 1-8-86 / 21-3-87	23·23 / 0·26
				Naihâti to Kânchrapâra . 20-4-92	4·69
				Kânchrapâra to Rânaghat . 12-11-92	17·56
				Ranaghat to Aranghata . 7-8-97	5·50
				Aranghata to Bogoola . 17-9-97	6·75
				Bogoola to Shibnibash . { 3-11-97 / 17-11-98	6·65 / 0·75
				Shibnibash to Ramnagar . 17-9-97	9·50
				Ramnagar to Poradaha . 7-8-97	27·58
				Canal junction to Chitpore . 13-4-88	1·88
					104·35
				DOUBLE—SOUTHERN SECTION—	
				Main line—	
				Sealdah to Ballygunge . { 20-10-88 / 19-9-90	3·50 / 0·36
				Ballygunge to Dock junction . . . 20-11-93	4·00
					7·86
				TOTAL DOUBLE LINE .	112·21
	TOTAL .		275·88	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION) . . .	262·98
XVI	Calcutta Port Commissioners'—				
	Cossipore to Chandpal Ghât, Calcutta .	4·06		Bagbazar to Cossipore . 1-6-78 .	1·14
				Bagbazar to Meerbohur Ghât 1-11-75 .	1·76
				Meerbohur Ghât to Jetties . 1-6-78 .	0·84
				Jetties to Chandpal Ghât . 1-12-80 .	0·32
				Chandpal Ghât to Kidderpore docks . . . 1-1-87 .	2·16
					6·22
	Chandpal Ghât to Kidderpore docks .	2·16			
	Shalimar branch—			*Shalimar branch*—	
	Telkul ghat road to Bhurpara khal at Shalimar	2·31		Telkul ghat road to Bhurpara khal at Shalimar . 11-12-84	2·31
	TOTAL .		8·53	TOTAL OPEN MILEAGE .	8·53

D—*continued.*

progress on the 31st March 1899.

WORKED BY THE STATE. Standard gauge.

Details of construction.	Remarks.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Oliphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. The grade 1 in 300 is the sharpest on the line and occurs at miles 4 and 6, Southern section, and miles 112, 129 and 131, Eastern section. The length of the longest one is 0·90 mile.	Sanction to the construction of the Kidderpore dock line which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South-Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal State railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892.
The line is laid partly with iron and partly with steel rails, weighing 60lb. to the yard, on Maclellan's patent embossed sleepers and sál sleepers; packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are; 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . . 400 " " The Shalimar branch is laid partly with single-headed steel rails weighing 60lbs. to the yard, on Maclellan's patent embossed steel sleepers, and partly with East Indian railway second-hand iron rails laid on cast iron ordinary chairs spiked on teakwood sleepers. Packing is done with coal cinders and ballast. The line is fenced with wire and iron standards with wooden gate posts. The openings across the line are secured with balance poles or iron gates.	The line from Cossipore to Chandpal Ghát is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal State railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874. This line is really a single line, but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghát to Kidderpore docks a line with sidings was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. The line is laid on the west side of the Howrah foreshore road and junction is effected with the East Indian railway on the north face of the overbridge across the ditch on the north of the Telkul ghat road. The line serves the workshops of Messrs. Burn and Company, the chawl golahs at Ramkrishtopore, the timber yard, flour and jute mills on the Howrah foreshore, as well as the several coal depôts at Shalimar, and is used for goods traffic only. The line is of a single track, and from it several sidings branch off to the jute and flour mills, etc.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XVII	East Coast—			Miles.	Kistna Canal junction to Bezwada . . . 15-7-97	*2·66
	Kistna Canal Junction to Bezwada	*2·66			*Main line*—	
	Main line—				Tadêpalli to Bezwada—	
	Tadêpalli to Bezwada . .	†2·99			For metre gauge traffic only 1-1-94	†2·99
	Bezwada station Facing Points to the distant signal of the Bezwada extension .	0·22			Bezwada station Facing Points to distant signal of the Bezwada extension . . 10-2-89	0·22
	Bezwada to Kovvúr, right bank of the Gódávari opposite Rajahmundry (permanent line) . . .	87·97			Bezwada to the south bank of the Gódávari . . 20-2-93	87·97
	Rajahmundry to Kovvúr .	4·55			Gódávari, North to Vizianagram *viâ* Waltair—	
	Gódávari, North to Vizianagram *viâ* Waltair .	158·92			For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	158·92
	Vizianagram to Parlákimedi Road	55·20			Vizianagram to Parlákimedi Road . . . 20-7-94	55·20
	Parlákimedi Road to Palasa .	33·11			Parlákimedi Road to Palasa—	
	Palasa to Berhampore-Ganjam	45·94			For goods traffic . . 17-12-94 } For passenger traffic . . 1-4-95 }	33·11
	Berhampore-Ganjam to Rambha	29·56			Palasa to Berhampore-Ganjam 1-4-95	45·94
	Rambha to Khurda Road .	61·54			Berhampore-Ganjam to Rambha—	
	Khurda Road to Bhubaneshwar . . .	11·76			For goods traffic . . 1-9-95 } For passenger traffic . 15-10-95 }	29·56
	Bhubaneshwar to Cuttack Road (Barang) . .	10·32			Rambha to Khurda Road . 1-3-96	61·54
			502·08		Khurda Road to Bhubaneshwar—	
	Branches—				For goods traffic . . 20-7-96 } For passenger traffic . 1-9-96 }	11·76
	Samalkot junction (32·50 miles from Gódávari, North) to Cocanada port (*Cocanada branch*)	10·33			Bhubaneshwar to Cuttack Road (Barang) . . 1-2-97	10·32
	Waltair junction (125·50 miles from Gódávari, North) to Vizagapatam, including Wharf and Swamp lines (*Vizagapatam branch*) .	4·97			*Branches*—	
	Khurda Road (372·75 miles from Gódávari, North) to Puri (*Puri branch*) . .	25·34			*Cocanada branch*—	
	Puri branch extension .	1·84			Samalkot junction to Cocanada port—	
			42·48		For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	10·33
					Vizagapatam branch—	
					Waltair to Vizagapatam, including wharf, 0·82 mile—	
					For goods traffic . . 15-7-93 } For passenger traffic . 21-8-93 }	4·97
					Swamp line—	
					For goods traffic . . 1-10-94 }	
					Puri branch—	
					Khurda Road to Puri . 1-2-97	25·34
					Puri branch extension—	
					Temporary Puri station to new Puri station. 1-6-98	1·84
				544·56	TOTAL OPEN MILEAGE .	540·01
XVIII	(Ennúr-Bezwada section) Bezwada-Madras—				Ennúr to Gudur . . 23-2-99	74·60
	Main line—	Miles.			Gudur to Nellore . . 1-11-88	24·24
	From the terminus of the present Madras-Ennúr section at Ennúr to junction with the South Indian railway at Gudur.	74·60			Nellore to Tadepalli . . 20-12-98	155·26
	Gudur junction to Nellore . .	24·24				
	From the present terminus of the South Indian railway at Nellore to junction with the East Coast State railway at Tadêpalli .	155·26				
				254·10		
	Carried over .			254·10	Carried over .	254·10

* Standard gauge. Not included in total, as the mixed gauge was opened on the 1st January 1894.
† Including 2·66 miles (mixed gauge) and 0·33 mile (metre gauge).

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The permanent-way on the open line consists of 75 lb. flat-footed steel rails, 284 miles being laid with wooden and the rest with steel pea-pod sleepers. The ruling gradient is 1 in 150, of which there are 119 in number aggregating 76·30 miles in length. The following are the important bridges: Kistna . . . 12 spans of 300 feet. Gódávari (unopen) . . 56 „ „ 150 „ Tuni . . . 4 „ „ 100 „ Anakápalle . . 6 „ „ 100 „ Beemasingha . . 5 „ „ 100 „ Nelamarla . . 4 „ „ 100 „ Lyángulya . . 7 „ „ 150 „ Vamsadhára . . 19 „ „ 70 „ Rushikulya . . 10 „ „ 150 „ On the length Waltair to Junction (mile 212·50) or a total length of 4 miles the bridges and earthwork are constructed as for a double line, the remainder of the line is constructed for a single line only in all details. There are no curves under a radius of 1,000 feet. The line is fenced at some stations only.	The survey of this line, excepting the Puri branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by State agency. The portion beyond Barang has been taken over by the Bengal-Nágpur Railway Company for construction. The construction of the Puri branch was sanctioned in July 1895. Pending the completion of the Gódávari bridge, the traffic across the Gódávari river is worked by a steam ferry. This service was formerly worked by a steamer hired from the Gódávari District Board, to whom ferry working was leased yearly by the railway; but since the railway has acquired and brought into working a flotilla consisting of 2 steamers and 10 barges of its own, it is intended to work the ferry transhipment which is now effected by crossing wagons without break of bulk during 7 months of the year, and also river out-agencies worked in connection with the railway until the bridge is completed.
The line, which is a continuation of the East Coast State railway, is the southern link of the main line of direct communication between Calcutta and Madras. It runs almost parallel to the sea and at a short distance from it except for a length of about 40 miles south of the terminus of the East Coast State railway at Tadépalli, a station 2·99 miles to the south of Bezwada. The line traverses a country consisting mostly of fertile cultivated land, a great part of which is under irrigation from canals or tanks, but a portion of the central part of the line runs over a laterite country, while towards the northern end 24 miles are on pure sand which drifts, and the banks and cuttings will require protection. The line has been constructed for a single track. The earthwork is light, but on the second or Penner division between miles 85 and 107 from Madras on the Gudur-Nellore section also on the third or Ongole division from miles 146 to 153 and miles 159 to 174 from Madras, where some of the important rivers are crossed, the work is moderately heavy.	The construction of the line was sanctioned in July 1895. Acquisition of land was commenced in the first and fourth divisions (Pulicat and Bapatla) in October and November 1895 respectively and later on in the Penner and Ongole divisions. Re-alignments, chiefly in the Pulicat, Penner and Bapatla divisions, amounting in all to about 67 miles, effected a great saving in money and length. The acquisition of land and the earthwork also was considerably interfered with during the winter of 1895-96 owing to the large extent of land under wet cultivation. The earthwork was rapidly completed, but in the northern or Bapatla division banks had to be raised from one to five feet for a length of about 24 miles. The raised portions are in a deltaic country, and the flood levels assumed during the survey of the line were too low. The raising was completed before the monsoon. The Ramperu bridge was completed in July 1898, and the Palar and Gundlakama by the end of September 1898 just before the rivers rose in flood.

APPENDIX

Railways constructed and in

Standard gauge.

STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XVIII	Ennúr-Bezwada section (Bezwada-Madras)—*concld.*		
	Brought forward . .	254·10	Brought forward . . 254·10
	TOTAL .	254·10	TOTAL OPEN MILAGE . 254·10
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)	5,187·73	4,892·93

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Standard gauge.

Details of construction.	Remarks.
There is a large number of bridges for rivers, irrigation channels and distributaries, and, omitting the 111 spans of 40 feet girders in the Gudur-Nellore section, the following are the more important bridges:— Ennûr creeks . . 30 spans of 40 ft. Arni . . . . 7 „ 60 „ Arm of the Pulicat lake 10 „ 40 „ Nalareddi Kalva . . 4 „ 40 „ Kalinga . . . 6 „ 60 „ Swarnamukhi . . 22 „ 40 „ Mamadi Kalva . . 6 „ 40 „ Jaffer Saheb Canal . 2 „ 60 „ Penner . . . 23 spans of 70 „ and 5 of 40 „ Paideru . . . 5 spans of 40 „ Pillay Vagu . . 3 „ 40 „ Mungamur Vagu . . 3 „ 40 „ Obalvagu . . . 4 „ 40 „ Manner . . . 9 „ 60 „ Palar . . . 21 „ 40 „ Musi . . . . 14 „ 40 „ Spill (Mudigonda) . 7 „ 40 „ Mudigonda . . 15 „ 40 „ Gundlakamma . . 13 „ 60 „ Spill (Gundlakamma) . 10 „ 20 „ Kommanur Canal I . 1 „ 60 „ and 2 of 20 „ Ramperu . . . 13 spans of 40 „ Nullamada . . . 5 „ 60 „ Tungabhadra drain . 7 „ 40 „ Kommanur Canal II . 4 „ 40 „ and 1 span of 20 „ The line will be partially fenced at stations and in the vicinity of towns and villages. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 54 in number aggregating 36·61 miles in length. The permanent-way consists of 75-lb. flat-footed steel rails with 4 bolt holes laid on wooden sleepers.	Platelaying was completed between Bezwada and Nellore in April 1898. Platelaying was commenced from Ennûr northwards, and from Gurdur southwards in May, rail heads met at mile 57 from Ennûr on 13th September and then the portion from Gudur which had been laid to metre gauge in order to utilize South Indian railway rolling-stock had to be widened to standard gauge. The heavy work of changing all the girders, including 111 spans of 40 feet, and rebuilding much of the masonry, was completed before the monsoon, and the conversion to standard gauge finally effected on 1st November when the East Coast railway opened and worked the section.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XIX	**Great Indian Peninsula—**				NORTH-EAST LINE—		
	NORTH-EAST LINE—				*Main line*—		
	Main line—				Victoria terminus to Bori bandar	1-1-82	0·19
	Bombay (Victoria terminus) to Kalyán junction	33·38			Bori bandar to Thána	18-4-53	20·54
	Kalyán junction to Bhusával junction	243·89			Thána to Kalyán	1-5-54	12·65
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway)	337·84			Kalyán to Vásind	1-10-55	16·14
			615·11		Vásind to Ásangaon	6-2-60	3·75
					Ásangaon to Kására	1-1-61	21·84
					Kására to Igatpuri (Thul ghât)	1-1-65	9·89
					Igatpuri to Násik	28-1-61	31·43
					Násik to Chálisgaon	1-10-61	87·24
					Chálisgaon to Jalgaon	6-10-62	57·48
					Jalgaon to Bhusával	20-5-63	15·01
					Bhusával to Burhánpur	20-11-65	33·91
					Burhánpur to Khandwa	3-9-66	42·79
					Khandwa to Bir	17-2-68	21·15
					Bir to Itársi	1-1-70	89·27
					Itársi to Sohágpur	1-2-70	30·69
					Sohágpur to Jubbulpore	8-3-70	121·14
							615·11
	Branches—				*Nágpur branch*—		
	Chalisgaon (203·48 miles from Bombay) to Dhulia	34·84			Bhusával junction to Malkápur	20-5-63	30·05
	Jalgaon (260·96 miles from Bombay) to Amalner	34·28			Malkápur to Shegaon	24-10-64	32·53
	Bhusával junction (277·27 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25			Shegaon to Badnera	18-12-65	72·67
					Badnera to Pulgaon	16-7-66	40·29
					Pulgaon to Sindi	5-11-66	38·27
					Sindi to Nágpur	20-2-67	29·44
							243·25
	Gádarváda junction (535·33 miles from Bombay) to Gotitoria (*Mohpáni branch*)	13·54			*Mohpáni branch*—		
			325·91	941·02	Gádarváda to Mohpáni—		
					For coal traffic only	3-9-72	12·47
					For public traffic	1-1-81	
					Mohpáni to Gotitoria	22-11-96	1·07
							13·54
	SOUTH-EAST LINE—				SOUTH-EAST LINE—		
	Main line—				*Main line*—		
	Kalyán junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway)	408·86			Kalyán to Palasdhari (Karjat)	12-5-56	30·61
					Palasdhari to Khandála (Bhore ghât)	14-5-63	13·20
					Khandála to Lonávla (Bhore ghât)	14-6-58	2·35
					Lonávla to Poona	14-6-58	39·66
					Poona to Diksál	15-12-58	64·25
					Diksál to Bársi Road	23-10-59	50·60
					Bársi Road to Mohol	20-1-60	28·32
					Mohol to Sholápur	6-6-60	20·51
					Sholápur to Gulbarga	1-2-70	70·29
					Gulbarga to the Kistna	1-12-70	73·76
					Kistna to Ráichúr	1-5-71	15·31
							408·86
	Khopoli branch—				*Khopoli branch*—		
	Palasdhari (63·71 miles from Bombay) to Khopoli	7·24			Palasdhari to Khopoli	12-5-56	7·24
				416·10			
	Carried over			1,357·12	Carried over		1,288·00

D—*continued.*

progress on the 31st March 1899.

BY GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Ságra; 46·42 miles from Kalyán junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles, in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only, and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.
The rails originally laid were iron weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails in the main line are 1,647·56 and 81·58 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows: Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpáni branch . . . . . 13-2-71 Mohpáni to Gotitoria 25-2-96
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,641·91 miles of bowl sleepers and 87·23 miles of wooden sleepers on the 31st December 1898.	
The whole of the south-east line, excepting the ghát section, is laid with iron bowls.	
The line, with the exception of the Mohpáni branch, is well fenced throughout.	
The line throughout is very fully ballasted.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1 000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.
	1/80 and less.	1/81 to 1/90.	1/91 to 1/100.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Mile.
Miles 75—84 from Bombay (Thull ghát) . . .	5·05	2·36	...	...
Miles 214—99 from Bombay .	...	...	13·55	...
„ 271—3 „ .	...	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghát) . . .	14·26	0·46	...	...
Miles 63—64 from Bombay .	...	...	0·43	...
„ 293—376 „ .	...	...	16·65	...
„ 75—76 „ .	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral 3-5-54
Neral to Palasdhari 30-1-55
Palasdhari to Poona 7-7-55
Poona to Sholápur 5-10-55
Khopoli branch 30-1-55
Chalisgaon to Dhulia 15-7-97
Amalner to Jalgaon . . . . . Jany. '98

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád, Khamgaon, Amraoti, and Wardha Coal railways. The terms on which the branch lines are worked will be found in Appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XIX	Great Indian Peninsula—*concld.*	Miles.			Miles.
	Brought forward	1,357·12	Brought forward		1,288·00
			DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori bandar	1-1-82	0·19
			Bori bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-5-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-6-73	7·84
			Bhusával to Bhusával junction	1-7-92	1·11
			Bhusával junction to Khandwa (Abna junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála (Bhore ghát)	14-5-63	13·20
			Khandála to Lonávla (Bhore ghát)	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
		1,357·12	TOTAL OPEN MILEAGE		1,288·00

D— *continued.*

progress on the 31st March 1899.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XX	**Bombay, Baroda and Central India—**				
	Main line—	Miles.		*Main line—*	
	Bombay (Colába) terminus to Ahmedabad . . .	309·64		Colába to Marine lines . 18-1-70	2·00
	Extension to Viramgám junction and Wadhwán . .	79·93		Marine lines to Charni Road . . . 19-6-69	0·75
		389·57		Charni Road to Bellasis Road . . 13-9-68	0·75
				Bellasis Road to Bulsár . 28-11 64	121·00
				Bulsár to Navsári . . 2 9 61	24·25
				Navsári to Sachin . . 20-5-61	9·25
				Sachin to Surat . . 18-3-61	9·00
				Surat to Amroli . . 19-11-60	2·25
				Amroli to Anklesvar . 10-2 60	28·75
				Anklesvar to the Nerbudda . . . 5-12 60 / Nerbudda to Broach . 22 6-60	5·50
				Broach to Baroda . . 9-1-61	43·75
				Baroda to Dholia . 22-4-61	11·25
				Dholia to Mehmadabad . 3-9-62	33·25
				Mehmadabad to Ahmedabad 21 1-63	17·89
				Ahmedabad to Sábarmati 1-1-70	3·75
				Sábarmati to Sánand . 24 5-71	13·75
				Sánand to Viramgám . 30-11-71	22·75
				Viramgám to Wadhwán . 25-5-72	39·68
					389·57
	Branches—			*Branches—*	
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		*Godhra branch—*	
				Ánand to Dákor . . 8-4-74	16·75
				Dákor to Rukhyal . 6-1-75	1·75
				Rukhyal to Hungari . 6-12-76	9·00
				Hungari to Páli . . 29-1-77	4·71
				Páli to Godhra . . 26-2-82	17·00
					49·21
	Khárághoda in the Runn of Cutch, to Viramgám junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		*Pátri branch—*	
				Khárághoda to Viramgám . . . 12-5-73	22·12
		71·33			
				DOUBLE MAIN LINE—	
				Colába to Marine lines . 18-1-70	1·91
				Marine lines to Charni Road . . . 19-6-69	0·71
			460·90	Charni Road to Bellasis Road . . . 13-9-68	1·29
				Bellasis Road to Máhim . 20-7-65	5·44
				Máhim to Bándra . . 23-2-66	1·07
				Bándra to Santa Cruz . 23-5-66	1·83
				Santa Cruz to Andheri . 29-8 67	2·71
				Andheri to Bháyndar . 27-4-85	13·33
				Bháyndar to Virár . . 1-10-85	10·34
				Virár to Palghar . . 1-12 97	19·28
				Palghar to Dahanu . . 17-1 98	20·37
				Sachin to Kánkra Khádi 4-7-87	6·36
				Kánkra Khádi to Surat . 5-6-68	2·72
				Surat to Amroli . . 9-10-67	2·19
				Amroli to Sayan . . 25-5-98	5·43
				Sayan to Kim . . 1 10-98	6·13
				Miyagam to Itola . . 15 0-97	7·82
				Itola to Baroda . . 7-6-95	10·77
				Bárejadi to Ahmedabad 2-6-87	10·21
				TOTAL DOUBLE LINE .	131·10
	TOTAL .		460·90	TOTAL OPEN MILEAGE .	460·90

D—*continued.*

progress on the 31st March 1899.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Dahanu 78·28 miles; from Sachin to Amroli, 11·27 miles; from Amroli to Kim 12·75 miles; from Miyagam to Baroda 18 59 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 131·10 miles. The work of doubling the line from Dahanu to Sachin 80·00 miles and from Kim to Miyagam 46 05 miles—a total of 126·05 miles—is in hand. The warren girders of the bridges are now being renewed by steel plate girders, which work is near completion.	The section from Colába to Marine Lines was commenced in May 1865.
The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870.
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails and cast iron pots. On the Ahmedabad-Viramgam section, however, 8 miles of road are being renewed annually with 69lb. steel rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	The following are the dates of sanction of the remaining sections of this line: Marine Lines to Charni Road . . 1868 Charni Road to Grant Road . . May 1863 Grant Road to Dádar . . . July 1862 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870
On the double line from Virar to Dahanu 82lb bull-headed steel rails are laid on creosoted pine sleepers and based four holed chairs and ballasted with stone ballast.	
The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 2 miles of cactus. From Ahmedabad to Wadhwán there are 37 miles of cactus and 43 miles of wire.	
The ruling gradient on the main line is 1 in 500 of which there are 63 in number aggregating 97·87 miles in length.	
The formation and earthwork of the Godhra branch are for a single line; the rails are 61lb. and 69lb. steel, laid with a few trifling exceptions, on iron pot sleepers with sand ballast. The 60lb. iron rails have been renewed with 69lb. steel rails. The line is located on the trunk road, and is fenced partly with cactus (16 miles) and partly with wire (33 miles).	
The ruling gradient on the Godhra branch is 1 in 200 of which there are 7 in number aggregating 4·05 miles in length.	
The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard and are laid on creosoted pine sleepers with sand ballast. On this branch 2 miles of road are being renewed annually with 50lb. steel rails. This branch is unfenced.	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.
The ruling gradient on the Pátri branch is 1 in 300, of which there are 4 in number aggregating 0·74 miles in length.	The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively
There are no curves under a radius of 1,000 feet.	The Gaekwar's Dabhoi, Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98 and in Appendix M to Part II of the Railway Administration Report for 1893-94 respectively.
The length and situation of gradients up to 1 in 100 are shown in the statement below:—	The Rajputana-Malwa State railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.

SECTION OF LINE.	LENGTH OF GRADIENT.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 107 and 108 from Bombay	...	0·06
" " 259 and 260 "	...	0·13
Godhra branch, miles 301 to 304 from Bombay . .	1·32	...
Godhra branch, miles 315 and 316 from Bombay	...	0·05

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
XXI	**Madras—**			Miles.	SOUTH-WEST LINE—		
	SOUTH-WEST LINE—				*Main line—*		
	Main line—				Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy junction	2·16			Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy junction to Arkonam junction	40·25			Arcot to Kátpádi	7-5-57	14·96
	Arkonam junction to Calicut	370·73			Kátpádi to Gudiyáttam	19-5-58	15·36
			413·14		Gudiyáttam to Ambúr	16-1-60	17·01
					Ambúr to Vániyambádi	1-2-60	9·98
					Vániyambádi to Tirupattúr	23-5-60	14·19
					Tirupattúr to Salem	1-2-61	69·98
					Salem to Sankaridrug	1-12-61	23·68
					Sankaridrug to Pódanúr	12-5-62	71·18
					Pódanúr to Pattámbi	14-4-62	64·96
					Pattámbi to Kuttippuram	23-9-61	11·50
					Kuttippuram to Tirúr	1-5-61	9·39
					Tirúr to Kadalundi	12-3-61	16·31
					Kadalundi to Calicut	2-1-88	9·26
							413·14
	Branches—				*Branches—*		
	Veyasarpaudy junction to Ráyapuram (*Ráyapuram branch*)		2·16		*Ráyapuram branch—*		
	Walajah Road (Arcot) to Ranipet		4·35		Veyasarpaudy to Ráyapuram	1-7-56	2·16
	Bangalore branch—				*Bangalore branch—*		
	Jalarpet junction (132 miles from Madras) to Bangalore Cantonment	84·37			Jalarpet junction to Bangalore Cantonment	1-8-64	84·37
	Bangalore Cantonment to Bangalore City	3·05			Bangalore Cantonment to Bangalore City	1-7-82	3·05
			87·42				87·42
	Pódanúr junction (301·72 miles from Madras) to Méttupálaiyam at the foot of the hills (*Nílgiri branch*)		25·75		*Nílgiri branch—*		
					Pódanúr junction to Coimbatore	1-2-73	3·78
					Coimbatore to Méttupálaiyam	31-8-73	21·97
							25·75
	Olavakkót (332·07 miles from Madras) to Palghat town (*Palghat branch*)		2·47		*Palghat branch—*		
	Calicut to Cannanore		59·71		Olavakkót to Palghat	2-1-88	2·47
			181·86				
				595·00			
	NORTH-WEST LINE—				NORTH-WEST LINE—		
	Main line—				*Main line—*		
	Arkonam junction (42·41 miles from Madras) to Guntakal		232·88		Arkonam to Nagari	4-3-61	17·27
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway)		75·40		Nagari to Puttúr	8-12-61	9·59
					Puttúr to Rénigunta	15-9-62	14·46
					Rénigunta to Reddipalle	1-10-64	38·02
					Reddipalle to Cuddapah	1-9-65	39·59
				308·28	Cuddapah to Muddanúru	1-8-66	34·31
					Muddanúru to Tadpatri	1-9-68	32·07
					Tadpatri to Gooty	1-8-69	29·72
					Gooty to the Tungabhadra river	12-12-70	75·33
					Tungabhadra to Ráichúr	15-3-71	17·92
							308·28
	Carried over			903·28	Carried over		839·22

D—*continued.*

progress on the 31st March 1899.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.

The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65lb. to 84lb. to the yard, are laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails 30 feet long and weighing 76lb. to the yard are now used.

The section between Madras and Arkonam, 42·41 miles, is double.

The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2″ × 1′, as sleepers. As the experiment proved unsatisfactory, the blocks were all removed in 1857.

Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.

The whole line is fenced.

There are no curves under a radius of 1,000 feet.

The statement below shows the length and situation of gradients up to 1 in 100:

Section of line.	Length of gradients. 1/1 to 1/80	1/1 to 1/100
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras	1·34	4·11
„ 223·87 and 241·06 „ „ „	...	3·59
„ 305·88 and 319·73 „ „ „	5·36	2·90
„ 353·48 and 366·57 „ „ „	...	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras	6·32	3·17
„ 147·60 and 191·14 „ „ „	...	18·98
„ 215·10 and 218·74 „ „ „	0·88	1·60
Nilgiri branch—		
Between 316·13 and 325·67 miles from Madras	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras	...	1·63
„ 72·77 and 76·68 „ „ „	0·75	2·02
„ 96·62 and 97·79 „ „ „	0·80	0·37
„ 137·54 and 138·36 „ „ „	...	0·82
„ 152·16 and 158·49 „ „ „	...	4·49

Remarks.

Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpaudy junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch.

The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1⅓rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.

The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.

The following are the dates of sanction of the remaining sections of the south-west line, including branches:

Madras to Veyasarpaudy	April 1868.
Veyasarpaudy to Arkonam	Between July 1853 and Feb. 1854.
Arkonam to Kadalundi	Between Feb. 1854 and May 1857.
Ráyapuram branch	July 1853.
Bangalore „	1862 and Mar. 1881.
Nilgiri „	17th Aug. 1870.
Palghat „	4th Jan. 1887.
Ranipet „	9th Dec. 1897.
Cannanore „	6th May 1897.

The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company.

The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.

The dates of sanction of the various sections of the north-west line are as follow:

Arkonam to mile	64	from Madras				23-6-59
Mile	64	„	„	87	„	„	3-1-60
„	87	„	„	108	„	„	31-1-61
„	108	„	„	130	„	„	26-5-63
„	130	„	„	172	„	„	18-11-63
„	172	„	„	192	„	„	20-7-63
„	192	„	„	203	„	„	22-7-65
„	203	„	„	233	„	„	8-5-65
„	233	„	„	245	„	„	21-5-65
„	245	„	„	256	„	„	25-5-66
„	256	„	„	267	„	„	22-6-66
„	267	„	„	278	„	„	31-7-67
„	278	„	„	288	„	„	20-11-67
„	288	„	„	294	„	„	4-3-67
„	294	„	„	305	„	„	3-12-68
„	305	„	„	314	„	„	27-5-68
„	314	„	„	325	„	„	24-9-68
„	325	„	„	334	„	„	23-8-69
„	334	„	Ráichúr				22-9-69

APPENDIX

Railways constructed and

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXI	Madras—*concld.*			
	Brought forward .	903·28	Brought forward .	839·22
			DOUBLE SOUTH-WEST LINE—	
			Madras to Veyasarpaudy junction . . . 7-4-73	2·16
			Veyasarpaudy junction to Perambúr . . 7-2-74	1·30
			Perambúr to Ávadi . . 1-5-77	9·54
			Ávadi to Tiruvallúr . . 20-7-77	12·89
			Tiruvallúr to Arkonam . 28-8-77	16·52
				42·41
	TOTAL .	903·28	TOTAL OPEN MILEAGE .	839·22
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . .	2,721·30		2,588·12

D—*continued.*

progress on the 31st March 1899.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXII	**Delhi-Umballa-Kalka—**			
	Delhi on the East Indian railway, *vid* Karnál and Umballa, to Kalka	162·23	Delhi to Kalka . . 1-3-91	162·23
XXIII	**Tarkessur—**			
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur . 1-1-85	22·23
XXIV	**Southern Punjab (Delhi-Samasata)—**			
	Miles.			
	Delhi *vid* Bhatinda to Samasata . 399·80		Delhi *vid* Bhatinda to Samasata 10-11-97	399·80
	Delhi Brewery to Delhi . . 0·79			
		400·59		
	Branch—		*Branch—*	
	Narwana to Kaithal	23·38	Narwana to Kaithal—	
			For goods traffic . 1-2-99	23·38
			For passenger traffic . 8-3-99	
	TOTAL .	423·97	TOTAL OPEN MILEAGE	423·18

D—continued.

progress on the 31st March 1899.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails, 75lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,350 feet; the steepest gradient is 1 in 40 for about 3·98 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	1/50 & less.	1/50	1/51 to 1/100
	Miles.	Miles.	Miles.
Between 149 and 154·98 miles from Delhi	...	3·29	2·85
Between 154·98 and 160·47 miles from Delhi	5·78	...	...

The permanent-way consists of 74lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1883. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The earthwork and bridges are for a single line. The permanent-way consists of 75lb. flat-footed rails spiked to transverse sleepers of creosoted pine or of deodar. The country traversed is flat. From Delhi to Sujjawalpur (246 miles) it is well irrigated; from Sujjawalpur to Samasata (156 miles) the line skirts the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few; but there are long stretches of bank, low for the most part, except where headway is required for canal bridges and near Samasata where there are considerable depressions in the country between the sand hills. For natural waterways few minor bridges are required; but there are a large number of openings of from 18 inches to 75 feet for irrigation channels and canals. The Ghaggar is the only river crossed and for this 22 spans of 40 feet girders have been provided, the openings being at four places in 1¼ miles. In the main channel the piers rest on well foundations. In the spill channels, open foundations have been adopted and the bridges floored. The line between Delhi and Jhind, except for about 10 miles near Rohtak, has been ballasted with stone ballast from Delhi. The rest of the line is ballasted with broken bricks obtained from ruins at Rohtak and Tohana, and from manufactured brick ballast. There are no gradients steeper than 1 in 333 and of this only 1·65 miles near Delhi between miles 941 and 944 from Kurrachee.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895. The indenture will be found in Appendix M to Part II of the Railway Administration Report for 1895-96. The line, with the exception of the Kaithal branch, was sanctioned on the 21st August 1895; the branch was sanctioned on the 17th March 1898. The line is worked and maintained by the North Western State railway.

APPENDIX

Railways constructed and in

ASSISTED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
XXV	**Tapti Valley—**	Miles.		Miles.
	Kankra-Khari to Amalner	156·25	Kankra-Khari to Vyára— For goods traffic . 1-12-98 For passenger traffic . 3-1-99	35·91
XXVI	**South Behar (Luckeeserai-Gya)—** Luckeeserai to Gya	78·83		
XXVII	**Hardwar-Dehra—** Hardwar to Dehra	32·05		
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE)	875·56		643·55

D—*continued.*

progress on the 31st March 1899.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is being constructed for a single track. The permanent-way will consist of 70lb. flat-footed rails and creosoted pine and teak sleepers. The ruling gradient is 1 in 200 and aggregates 51·78 miles. The minimum radius of curve is 30 or 1,910 feet.	The line is being constructed by the Bombay, Baroda and Central India Railway Company for the Tapti Valley Railway Company under contract with the Secretary of State for India, and will on completion be worked as part of their standard gauge system, on behalf of the promoters. Work was started on such land as was handed over in January 1897.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The three most important rivers crossed are the Phulgu (18 spans of 100 feet and 1 span of 30 feet), Soma (3 spans of 60 feet and 30 spans of 30 feet) and the Sukri (16 spans of 60 feet). The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way will be on the East Indian railway standard design with double-headed rails, 75lb. to the yard, laid half with cast-iron chairs and timber sleepers and half with Denham-Olphert sleepers. The minimum radius of curve except at the entrance to Gya station is 2,865 feet, and the steepest gradient 1 in 400 compensated. The line will be fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills will be used throughout.	The South Behar Railway Company was formed at the end of 1892, and a reconnaissance survey was made early in 1893. On the 7th August 1895, the South Behar Company entered into a contract with the Secretary of State for the construction of the line—*vide* Appendix K to Part II of the Railway Administration Report for 1895-96. It was decided that the East Indian Railway Company should be the agency by which the construction should be undertaken, and a contract to that effect, dated the 22nd August 1895, was entered into between the Secretary of State and the East Indian Railway Company. The indenture will be found in Appendix L to Part II of the Railway Administration Report for 1895-96. The South Behar line will connect with the Moghal Sarai-Gya and Patna-Gya branches of the East Indian Railway at Gya.
The line is being constructed for a single track with permanent-way of 75lb. flat-footed steel rails and deodar sleepers. Work is heavy, especially in minor bridges over the first 16 miles, after which the country is easy, except for a mile on each side of Ré Nadi. The two largest bridges are of 9 spans of 40 feet over the Motichur and of 7 spans of 60 feet over the Suswa. The ruling gradient is 1 in 75 of which there are 15 in number, aggregating 8·92 miles, and the sharpest curve 1,273 feet radius.	The line will be worked by the Oudh and Rohilkhand State railway on behalf of Messrs. Gillanders, Arbuthnot and Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XXVIII	Khámgaon—		Miles.		
	Jalamb junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon .		7·55	Jalamb to Khámgaon . . 4-3-70	7·55
XXIX	Amráoti—				
	Badnera junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .		5·44	Badnera to Amráoti . . 16-2-71	5·44
XXX	Bína-Goona—				
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona .	71·74		From the joint boundary of the Indian Midland and Bína-Goona railways, a point 2·00 miles from the centre of Bína station to Goona . . 23-9-95	71·74
	Goona Bárán extension—				
	Goona to Bárán	73·63	145·37		

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES. **Standard gauge.**

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 68lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced. The permanent-way used on this line is of iron, the rails weighing 68lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	The dates of order for survey and construction are as follow: *Date for survey.* — 8th April 1870. *Dates for construction.* — 7th June 1869. 11th June 1870. These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way consists of 75lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 125, of which there are 7 in number on the Bina-Goona line, aggregating 3·95 miles in length. The country for the first part passed through is difficult there being a sudden descent from the Central India plateau; but the latter portion the Kotah section is easy going. The main works are some 6 miles of very heavy ghát work with 50 feet banks and cuttings now completed; and the Parbatti bridge, 11 spans of 100 feet girders. Other large bridges are the Betli, 3-60 feet girders, the Andheri 5-60 feet girders and the Lhassi 3-40 feet girders. The ruling grade is 1 in 125, there being a continuous run of 6½ miles on this grade down the Goona ghâts. The sharpest curve is 1 degree or over one mile radius. A temporary terminus is being formed at Bárán pending decision as to further extension. The permanent-way consists of 75lb. flat-footed steel rails with 4-holed fish plates laid on deodar sleepers. Some 15 miles of Indian State Railway pattern steel trough sleepers, surplus from the Bhopal-Ujjain and Bina-Goona railways, have been utilized on the Gwalior section. The line will be ballasted throughout, but not fenced, except at stations. Black trap, sand stone, laterite or river shingle ballast is used as found most economical on the various lengths. Good stone is found; sand stone in parts, at other places basalt. Generally all openings are arched or flat tops. The only minor girder openings are 1-30 feet, 2-20 feet and 2-12 feet girders. Platforms 1 foot high above rail level only are being constructed. A station master's room and a waiting hall, serviceable also for goods protection, is arranged for at each station. At Chabra a waiting room for upper class is also provided, and at Bárán a rest-house has been built.	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895. The terms of working will be found in Appendix EE to Part II of the Railway Administration Report for 1896-97. This line is an extension of the Bina-Goona branch of the Indian Midland Railway system, and is being constructed jointly by the Durbars of the Gwalior, Tonk and Kotah states. Sanction was accorded to the commencement of earthwork in the Gwalior section as a famine relief work in March 1896 and sanction to the whole line was accorded in January 1897. Rails were laid into Bárán by June 1898, but owing to the undue delay in receipt of girders the road was not laid over the Parbatti bridge till March 1899. It was opened for traffic on the 15th May 1899. A further extension of this system to Marwar junction and Ajmer is under survey.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles
XXXI	**Bhopal-Ujjain—**			Bhopal to Ujjain—	
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	113·52	113·52	For goods traffic . 11-11-95 For passenger traffic . 11-4-96	113·52
V and XXXII	**Bhopal-Itársi—**				
	Main line—			*Main line—*	
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal	57·11		Itársi to Hoshangabad . 1-6-82 Hoshangabad to Bhopal . 18-11-84	10·89 46·22
					57·11
	Branch—			*Branch—*	
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal .	0·28		Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . . . 11-11-95	0·28
			57·39	TOTAL OPEN MILEAGE .	57·39
XXXIII	**The Nizam's Guaranteed State—**				
	Main line—			*Main line—*	
	Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viâ* Secunderabad to the south-east frontier	310·09		Wádi junction to Secunderabad and to junction of new line 9-10-74 Junction of new line to Warangal . . 8-4-86 Warangal to Dornakal . . 1-1-88 Dornakal to Bona Kálu . . 5-8-88 Bona Kálu to British frontier . 10-2-89	115·45 87·47 51·91 31·72 23·54
					310·09
	Carried over .	310·09		Carried over .	310·09

D—*continued.*

progress on the 31st March 1898.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of 75lb. flat-footed steel rails laid on 135lb. transverse steel sleepers. There are six large bridges on the line: Parbati 5 spans of . . . 100 feet. Niwaj 5 „ „ . . . 100 „ Bari-Kalis-Sind 6 „ „ . . . 100 „ Lakhundar 4 „ „ . . . 60 „ Greater Tilar 8 „ „ . . . 60 „ Choti-Kali-Sind 6 „ „ . . . 60 „ The line is fenced only at, and in the vicinity of, stations, towns, and important level-crossings. There are no curves under a radius of 1,000 feet. The ruling gradient is 1 in 150 and aggregates 31·88 miles in length.	The construction of this line was sanctioned in November 1892. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not started until the end of April 1893. The line was constructed jointly by the Gwalior and Bhopal States; but is worked by the Indian Midland Railway Company. The terms of working will be found in Appendices GG and HH to Part II of the Railway Administration Report for 1896-97.
The line has been laid for a single track with 62lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 92lbs. per bowl. A similar operation was subsequently put in hand on those portions of the line where wooden sleepers were in use. The whole of these portions are now relaid with Indian Midland railway pot-sleepers. Up to the end of 1898, 6·35 miles have been relaid with Indian midland railway 80lb. rails. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below: SECTION OF LINE. / LENGTH OF GRADIENTS. 1 in 75 to 80: Miles, 6·77. 1 in 100 to 150: Mile. 0·83 Budni-Barkhera	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her Highness the Begum and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itârsi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.
The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 22 miles are laid with double-headed 68lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 22½ miles with bull-headed 75lb. steel rails on old cast-iron bowl sleepers 2½ miles with bull-headed 75lb. steel rails on Great Indian Peninsula pattern bowl sleepers; 9 miles with double-headed 68lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62lb. steel rails on steel sleepers; and the remainder of the line with 66½lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for survey and construction of the Wadi-Secunderabad section are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXIII	**The Nizam's Guaranteed State**—*concld.*	Miles.	Miles.
	Brought forward . 310·09		Brought forward . 310·09
	Branches—		*Branches*—
	Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . 3·54		*Hyderabad branch*—
			Husain Ságar to Hyderabad . . . . 9-10-74 3·54
	Dornakal to Singareni Coal-fields (*Mineral branch*) . . . . 16·50		*Mineral branch*—
		330·13	Dornakal to Singareni Coal-fields . . . . 1-1-88 16·50
			TOTAL OPEN MILEAGE . . 330·13
XXXIV	**Nagda-Ujjain**—		
	Nagda [459·62 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nágdá railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·32	Nágdá to Ujjain . . 15-7-96 34·32
XXXV	**The Gaekwar's Petlád**—		
	Ánand [269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway] to Petlád	13·35	Ánand to Petlád . . 5-5-90 13·35

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The branch line to the mines is laid with 66½lb. flat-footed steel rails on steel pea-pod sleepers, and is constructed for a single track. The line is fenced from Wádi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the section from Warangal to Dornakal, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. The section of the East Coast State railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when the maintenance of the line was taken over by the East Coast State Railway.
The permanent-way consists of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputana-Malwa railway. The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet. The ruling gradient is 1 in 200 of which there are 17 in number aggregating 10·20 miles, and the sharpest curve an angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line was constructed and is being worked by the Bombay, Baroda and Central India Railway Company.
The rails used are flat-footed steel, 69½lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200, of which there are 5 in number and aggregate 1·91 miles in length.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix DD to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XXXVI	*Kolar Gold-fields*—		
	Bowringpet (175·46 miles from Madras on the Madras railway) to Marikuppam	10·00	Bowringpet to Marikuppam. 1-6-94 10·00
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	703·96*	630·33*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total State lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75lb..steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{51}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company under an agreement the terms of which will be found in Appendix K to Part II of the Railway Administration Report for 1896-97.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXXVII	**Rájpura-Bhátinda—**			
	Rájpura (179 miles from Delhi on the North Western State railway, main line) *viá* Patiála to Bhátinda	107·94	Rájpura to Patiála . . 1-11-84 Patiála to Bhátinda . . 13-10-89	15·77 92·17
			TOTAL OPEN MILEAGE . .	107·94
XXXVIII	**Jammu and Kashmir—**			
	Frontier of the Kashmir State to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir State to the left bank of the Tawi river . . . 15-3-90	15·92
XXXIX	**Ludhiana-Dhuri-Jakhal—**			
	Ludhiana *viá* Dhuri to Jakhal . . .	80·32		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	204·18		123·86

D—*continued.*

progress on the 31st March 1899.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails, 68lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western State railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods, steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western State railway under an agreement the terms of which will be found in Appendix AA to this report.
The ruling gradient is 1 in 250 of which there are two in number aggregating 1·61 miles in length. There are no curves under a radius of 1,000 feet. The permanent-way will consist of standard 75lb. flat-footed rails, steel, with new fastenings on new deodar sleepers and brick ballast. The line will be fenced round station yards and at some of the more important level-crossings.	The line will be constructed and worked by the North Western State Railway on behalf of the Maler Kotla and Jhind Darbars who will provide funds for its construction.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XL	**Bengal and North-Western*—** Miles.	Miles.	TIRHOOT SECTION— Miles.
	TIRHOOT SECTION—		*Main line—*
	Main line—		Semaria ghât to Dalsinghsarai 1-5-83 22·55
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah . . . . . 145·87	145·87	Dalsinghsarai to Samastipur 1-11-75 14·75 Samastipur to Mozufferpore 24-2-77 32·00 Mozufferpore to Motiharee 1-2-83 49·57 Motiharee to Bettiah . 20-12-83 27·00 145·87
	Kosi extension—		*Kosi extension—*
	Samastipur to Bháptiáhi . . . 76·92		Samastipur to Durbhunga . 1-11-75 23·00
	Bháptiáhi to Pratápganj . . . 14·00		Durbhunga to Jhanjharpur . 1-2-83 24·00
	Pratápganj to Khanwa ghât . . 8·00		Jhanjharpur to Ghoghardiha—
		98·92	For goods traffic . . 8-4-86 } 13·00 For passenger traffic . 6-5-86 }
			Ghoghardiha to Nirmala—
			For goods traffic . . 8-4-86 } 6·92 For passenger traffic . 1-11-86 }
			Nirmala to Bháptiáhi—
			For goods traffic . 15-11-87 } 10·00 For passenger traffic . 1-1-88 }
			Bháptiáhi to Pratápganj—
			For goods traffic . . 1-10-88 } 14·00 For passenger traffic . 1-1-89 }
			Pratápganj to Khanwa ghât 14-11-90 8·00
			98·92
	Bairagnia branch—		*Bairagnia branch—*
	Durbhunga to Dheng . . . 57·00		Durbhunga to Sitamarhi—
	Dheng to Bairagnia (*fair weather line*) 3·51		For goods traffic . . 1-7-90 } 42·00 For passenger traffic 1-11-90 }
		60·51	Sitamarhi to Riga—
			For goods traffic . . 1-1-91 } 6·00 For passenger traffic . 2-11-91 }
			Riga to Dheng—
			For goods traffic . . 1-7-91 } 9·00 For passenger traffic . 2-11-91 }
			Dheng to Bairagnia—
			For goods traffic . . 1-3-92 } 3·51 For passenger traffic . 15-3-92 }
			60·51
	Sonepore branch—		*Sonepore branch—*
	Mozufferpore to Sonepore (point of junction with the Company's section) . . 34·61	34·61	Mozufferpore to Hajeepore 26-10-84 31·25 Hajeepore to Sonepore—
	Hajeepore branch—		For goods traffic . . 1-8-87 } 3·36 For passenger traffic . 25-4-87 }
	Hajeepore to Hajeepore ghât . . 1·89	1·89	34·61
	Hajeepore to Bachhwara . . 44·25		*Hajeepore branch—*
	Garhara to Katihar . . . 116·75	161·00	Hajeepore to Hajeepore ghât 26-10-84 1·89
			Total Tirhoot section . 341·80
	COMPANY'S SECTION—		COMPANY'S SECTION—
	Main line—		*Main line—*
	Sonepore, opposite Patna, *viâ* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya . . 238·60		Sonepore to Mankapur . 15-1-85 218·50 Mankapur to Nawábganj . 2-4-84 14·00 Nawábganj to Ajodhya . 1-12-84 6·10
	Loop line—		238·60
	Sonepore to Bunwárchak . . 9·34		*Loop line—*
			Sonepore to Bunwárchak . 15-1-85 9·34
	Carried over . 247·94	502·80	Carried over . { 341·80 247·94

*Although for convenience classed amongst State railways, the Company's section of

—*continued.*

progress on the 31st March 1898.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid partly with iron rails 40lb. to the yard, and partly with steel rails 41½lb. to the yard, on transverse sleepers of sâl and deodar, and Denham-Olphert's and Denham's iron sleepers. The 40lb. iron rails are being replaced with 50lb. steel rails. The line is ballasted, and the country through which it passes is easy. It is fenced throughout with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank, opposite Barh to Durbhunga, in April of that year. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this line the route *viâ* Bajitpur and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. With the opening of the section from Pratápganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharághât on the Kosi branch of the Eastern Bengal State railway.
The Bairagnia branch is laid with second-hand iron rails 60lb. to the yard, received from the North-Western State railway, the sleepers used being of pyinkado wood from Burma.	
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers, the bridging is in places heavy, and the Rapti bridge has been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XL	**Bengal and North-Western**—*concld.*				
	Brought forward .	247·94	502·80	Brought forward .	341·80 247·94
	COMPANY'S SECTION—*concld.*			*Branches*—	
	Branches—			*Uska bazar branch*—	
	Gorakhpur to Uska bazar (*Uska bazar branch*) . . .	39·58		Gorakhpur to Uska bazar . 15-12-86	39·58
	Mankapur to Naipálganj road (*Naipálganj road branch*) .	88·98		*Naipálganj road branch*—	
	Chupra to Revelganj (*Revelganj branch*) . . .	7·34		Mankapur to Bahraich . 2-4-84	55·00
	Gonda to Jarhwal Road (*Bahramghát branch*) . . .	28·05		Bahraich to Naipálganj road 15-12-86	33·98
	Jarhwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*) .	10·02			88·98
	Gonda *viá* Bálrampur to Tulsipur (*Tulsipur branch*) . .	42·00		*Revelganj branch*—	
	Nánpára to Katarnian ghát (*Katarnian ghát branch*) .	42·08		Chupra to Revelganj—	
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*) . . .	29·91		For goods traffic . 15-4-91 For passenger traffic . 15-5-91	7·34
	Gogra-Ganges Doab lines—			*Bahramghát branch*—	
	Turtipur to Benares . .	83·20		Gonda to Colonelganj—	
	Mau to Shahganj . .	60·15		For goods traffic . 29-10-91 For passenger traffic . 1-2-92	17·75
	Mau *viá* Ballia to Revelganj	71·32		Colonelganj to Jarhwal Road 1-2-92	10·30
	Aunrihar to Gházipur .	29·00			28·05
		531·63		*Burhwal branch*—	
			779·57	Jarwal Road to west bank Gogra river. . 18-12-96	2·63
				Gorgaghát to Ganeshpur 24-12-98	3·27
				Ganeshpur to Burhwal . 24-11-96	4·12
					10·02
				Tulsipur branch—	
				Gonda to Balrampur . 15-12-96	22·00
				Balrampur to Tulsipur . 1-6-98	20·00
					42·00
				Katarnian ghát branch—	
				Nanpara to Mohinpurwa . 15-12-96	15·00
				Mohinpurwa to Katarnian ghát 25-3-98	27·08
					42·08
				Turtipur branch—	
				Bhatni to Turtipur . . 15-12-96	17·14
				Salempur to Barhaj . . 1-12-97	12·77
					29 91
				Gogra-Ganges Doab lines—	
				Turtipur to Mau . . 8-6-98	24·20
				Mau to Benares—	
				For goods traffic . . 15-3-99	59·00
				Mau to Azamgarh . . 8-6-98	27·15
				Mau *viá* Ballia to Revelganj—	
				For goods traffic . . 15-3-99	71·32
				Aunrihar to Ghazipur—	
				For goods traffic . . 15-3-99	29·00
					210·67
				Total Company's section .	746·57
	TOTAL .		1,282·37	TOTAL OPEN MILEAGE .	1088·37

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid with 41¼lb. steel rails on sleepers of sál and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghát on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch, 36 miles, from Gorakhpur to Bánsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Bahramghat branch was sanctioned in November 1889. The temporary bridge over the Gogra and Chanka rivers is 1,736 feet in length, consisting of 20-feet girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains. Communication across the Ganges between Digha ghát station of the East Indian railway and Paleza ghát station of the Bengal and North-Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways. The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	*Main line*—	Miles.
XLI	**Lucknow-Bareilly section (Rohilkund and Kumaon)**—		Lucknow to Sitapur . 15-11-86	55·00
			Sitapur to Lakhímpur . 15-4-87	28·50
	Main line—		Lakhímpur to Gola Gokaran Náth 15-12-87	21·50
	Lucknow (209 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand State railway) . .198·55		Gola Gokaran Náth to Pilibhit 1-4-91	57·55
	Bareilly grain siding . . . 1·75		Pilibhit to Bhojeepura . 15-11-84	24·00
		200·30	Bhojeepura to Bareilly . 12-10-84	12·00
			Bareilly grain siding—	
			For goods traffic . . 1-4-94	1·75
			Dudhwa branch—	
			Mailáni to Sárda . . 1-1-93	15·00
			Sárda to Sohela—	
			For goods traffic . . 10-3-93	8·50
	Dudhwa branch—		Sohela to Sonaripur—	
	Mailáni (118 miles from Lucknow) to Dudhwa . . . . 26·00		For goods traffic . . 28-3-94	7·37
	Dudhwa to Sonaripur . . . 4·87			
		30·87		
	TOTAL . .	231·17	TOTAL OPEN MILEAGE	231·17
XLII	**Rajputana-Malwa**—			
	STANDARD GAUGE.		Jumna east bank to Agra cantonment . . . 1-1-76	3·07*
	Junction of East Indian railway, Agra (Jumna east bank), to the limit of Agra cantonment .	3·07*	RAJPUTANA SECTION.	
			Main line—	
	METRE GAUGE.		Delhi to Rewári—	
			For salt traffic only . 14-2-73 } For passenger traffic . 1-7-73 }	51·25
	RAJPUTANA SECTION.		Rewári to Alwar . . 15-9-74	46·25
	Main line—		Alwar to Bándikui . . 7-12-74	37·75
	Delhi to Bándikui (Junction with the Agra branch) . 135·25		Bándikui to Dausa . . 20-4-74	17·75
	Bándikui to Ajmer . . 139·75		Dausa to Jaipur . . 12-10-74	38·00
			Jaipur to Phulera . . 1-3-75	34·25
	Ajmer, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304·75		Phulera to Ajmer . . 1-8-75	49·75
	579·75		Ajmer to Beáwar . . 15-5-78	32·25
			Beáwar to Haripúr . 12-8-79	21·00
			Sojat road to Haripúr . 20-10-80	20·50
			Pálanpur to Ahmedabad . 15-11-79	148·00
				83·00
				579·75
	Carried over . 579·75		Carried over .	579·75

* These 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge, where a mixed gauge is laid.

B—*continued.*

Progress on the 31st March 1899.

BY COMPANIES. Metre gauge

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½lb steel rails, with the exception of the old Oudh and Rohilkhand railway 60lb. steel rails between Daliganj and Lucknow junction, and sál, asina and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. There is no fencing, except near Lucknow and on the Shahamatganj branch, and at stations. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below: $\frac{1}{57}$ to $\frac{1}{80}$ . . . . 1·57 miles. $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 „ A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently re-opened on the 25th October 1891. The Bareilly grain siding, was sanctioned for construction on the 24th March 1892. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The Lucknow-Gola Gokaran Náth and the Pilibhit-Bareilly sections, which were previously worked by the Oudh and Rohilkhand railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36lb. and 40lb. to the yard, laid on transverse deodar and creosoted pine sleepers. The 36lb. iron rails have nearly all been replaced by 41½lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50lb. section, which has already been used in relaying 469 miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follow: *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmer to Ahmedabad . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-70 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nasirabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
		Miles.	Miles.			
XLII	Rajputana-Malwa—*continued.*					
	Brought forward .	579·75		Brought forward .		579·75
	RAJPUTANA SECTION—*concld.*			RAJPUTANA SECTION—*concld.*		
	Branches—			*Farukhnagar salt branch*—		
	Garhi Harsaru junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*) . . .	7·75		For salt traffic only .	14-2-73	7·75
	Bándikui to Agra fort (*Agra branch*) . . .	94·64*		For passenger traffic .	1-7-73	
	Agra fort to Jumna east bank	1·50		*Agra branch*—		
	Phulera junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50		Bándikui to Bhurtpore .	20-4-74	60·50
	Extension of Sámbhar branch to Japog . . .	4·50		Bhurtpore to Agra fort—		
	Extension of Sámbhar branch across the lake to Gudha, and thence *viá* Kuchámán Road to Jhowra . .	17·00		For goods traffic .	11-8-73	34·14*
	Kankaroola siding . .	1·25		For passenger traffic .	20-10-73	
	Additional salt sidings in the Sámbhar lake . .	5·02		Agra fort to Jumna east bank	1-1-76	1·50
		136·16		Sámbhar lake salt branch	1-3-75	4·50
		715·91		Japog extension . . .	Oct. 76	4·50
				Extension of Sámbhar branch to Jhowra . .	20-12-79	17·00
				Kankaroola siding . .	15-2-81	1·25
				Additional salt sidings in the Sámbhar lake . .	1-9-91	5·02
						136·16
				Total Rajputana section .		715·91
				DOUBLE-RAJPUTANA SECTION.		
				Agra branch—		
				Agra fort to Agra Cantonment—		
				For goods traffic .	11-8-73	1·14
				For passenger traffic .	20-10-73	
	MALWA SECTION.			MALWA SECTION.		
	Main line—			*Main line*—		
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore	86·94		Khandwa to Sanáwad .	1-2-74	34·25
	Indore, *viá* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch .	156·48		Sanáwad to Mortakka .	1-4-74	3·50
	Neemuch to Ajmer . .	148·85		Mortakka to Choral .	20-1-75	20·50
		392·27		Choral to Mhow . .	1-1-78	15·69
				Mhow to Indore . .	3-8-76	13·00
				Nerbudda bridge . .	5-10 76	...
				Indore to Fatehabad .	3-8-76	25·23
				Fatehabad junction to Rutlam . . .	11-7-78	48·75
				Rutlam to Jaora . .	25-2-80	20·50
				Jaora to Mandsaur .	8-4-80	31·75
				Mandsaur to Neemuch .	2-7-80	30·25
				Neemuch to Nímbahera .	10-3-81	16·40
				Nímbahera to Chítorgarh	19-3-81	17·65
				Chítorgarh to Nasirabad .	1-12-81	100·65
				Nasirabad to Ajmer .	14-2-76	14·15
						392·27
	Ujjain branch—			*Ujjain branch*—		
	Fatehabad junction (24·50 miles from Indore) to Ujjain . . .	12·00		Fatehabad to Ujjain .	3-8-76	12·00
	Extension of Ujjain branch across the Sipra river to Ujjain city . . .	2·25		Ujjain branch extension across the Sipra river to Ujjain city . . .	1-3-84	2·25
		14·25				14·25
		406·52		*Total Malwa section*		406·52
	Carried over .	1,122·43		Carried over .		1,122·43

* Of this length, 1·14 miles are double.

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge

Details of construction.

The ruling gradient on the Farukhnagar salt, Sambhar and Agra branches is 1 in 150 and aggregates 0·20 and 0·70 mile and 3·19 miles in length, respectively.

The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers.

The chief works on the Rajputana line are the Bánganga, Shallas, Dhánd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmer.

The total length of line fenced on the Rajputana section is 650·75 miles, or three-fourths of the whole section.

The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:

Section of line.	Length of gradient.	Curves under a radius of 1,000 feet.	
	1/100	Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmer station-yard	0·14	...	...
Between 320·25 and 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 " "	...	0·09	716 feet.
458·25 " "	...	0·19	955 "
Agra branch—			
West end of Jumna bridge	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru	2·60	...	...
Mile 7·35 " "	...	0·21	700 feet.

The ruling gradient on the Delhi-Ahmedabad section is 1 in 150 and aggregates 92·70 miles in length.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.

With the exception of the bridging, the works on the Sindia-Neemuch section are light.

The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.

The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations.

The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/150	1/80	1/100	Length.	Radii.
Main line—	Miles.	Mile.	Miles.	Miles.	
Between 322 and 323 miles from Ajmer	...	...	0·59	...	...
" 323 and 326·66 " "	3·43	...	...	...	...
" 326·66 and 326·86 " "	...	0·20	...	...	...
" 326·86 and 386 " "	...	...	15·20	...	...
" 323 and 342 " "	...	...	...	3·68	Varying from 600 feet to 900 feet.
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad	...	...	...	0·31	955 feet.

The ruling gradient on the Khandwa-Ajmer section and Ujjain branch is 1 in 150 and aggregates 53·84 and 26·4 miles in length, respectively.

REMARKS.

Dates for construction.

Delhi-Rewári section and Salt branch	1-3-70
Rewári to Bándikui	14-8-72
Agra to Phulera	20-10-71
Phulera to Sámbhar	8-4-73
Phulera to Ajmer	9-4-73
Ajmer to Nasirabad	14-4-74
Sámbhar to Japog	14-7-75
Ajmer to Nasirabad	4-9-76
Sámbhar extension to Jhowra and extension of Japog siding	15-5-78
Khandwa to Indore	8-1-72
Indore to Rutlam, with branch to Ujjain	29-10-73
Rutlam to Neemuch	5-10-77
Neemuch to Nasirabad	30-4-79
Rewári to Hissar	13-9-81
Hissar to Ferozepore	8-10-82
Extension of Ujjain branch to Ujjain City	6-12-82

The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLII	**Rajputana-Malwa**—*concld.*					
	Brought forward			1,122·43	Brought forward	1,122·43
	CAWNPORE-ACHNERA SECTION.				CAWNPORE-ACHNERA SECTION.	
	Main line—				*Main line*—	
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·01			Cawnpore to Kanauj . . 15-12-80	49·51
	Farukhabad to Háthras Road junction	101·00			Kanauj to Farukhabad . 1-2-81	36·50
	Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00			Farukhabad to Kásganj . 14-4-84	67·00
	Jumna bridge and approaches	1·00			Kásganj to Háthras . . 1-7-84	34·00
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33			Háthras to Muttra . . 19-10-75	29·00
			239·34		Jumna bridge . . . 1-7-84	1·00
	Branches—				Muttra to Achnera . . 7-11-81	22·33
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00				239·34
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00			*Branches*—	
	Muttra to Brindaban (*Brindaban branch*)	7·32			Brahmávart branch . . 10-11-85	5·00
			21·32		Soron branch . . . 4-1-85	9·00
					Brindaban branch . . 26-8-89	7·32
						21·32
				260·66	*Total Cawnpore-Achnera section*	260·66
	REWÁRI-FEROZEPORE RAILWAY.				REWÁRI-FEROZEPORE RAILWAY.	
	Main line—				*Main line*—	
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Faridkot) to Ferozepore	240·85			Rewári to Hissar—	
					For goods traffic . . 20-3-83 }	89·00
					For passenger traffic . 1-5-83 }	
					Hissar to Sirsa—	
					For goods traffic . . 1-1-84 }	50·50
					For passenger traffic . 1-3-84 }	
					Sirsa to Ferozepore . . 1-10-84	101·35
						240·85
	Fázilka branch—				*Fázilka branch*—	
	Kot Kapúra (212·50 miles from Rewári) to Fázilka	50·00			Kot Kapúra to Fázilka . 1-1-85	50·00
				290·85	*Total Rewári-Ferozepore railway*	290·85
	TOTAL			1,673·94	TOTAL OPEN MILEAGE	1,673·94
XLIII	**Pálanpur-Deesa**—					
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa			17·28	Pálanpur to Deesa—	
					For goods traffic . . 11-11-93 }	17·28
					For passenger traffic 25-11-93 }	

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40lb. to the yard. The line from Farukhabad to Háthras Road has been laid with 41½lb. Bessemer steel rails. The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½lb. steel rails. The bridge over the Jumna consists of 7 spans of 150 feet on stone piers. The Muttra-Achnera section has been laid with steel rails 41½lb. to the yard. The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations. The ruling gradient on the Brahmávart branch is 1 in 150 and aggregates 0·38 mile in length. On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878. The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882. The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881. The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883. The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882. The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878. The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land construction work was not commenced till October 1888. The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line. The rails are mainly of steel, 41½lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers. With the wooden sleepers stone ballast is used, and with the pots, sand with a covering of stone. The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 91 miles of main line and at stations. The Fázilka branch is laid with 41½lb. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering. The line is fenced, including stations, for about 92 miles and Rewari side. On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.
This line is constructed for a single track with substructure suitable for standard gauge. The rails are iron, 40lb. to the yard, laid on Denham-Olphert's cast iron sleepers or on steel dish cover sleepers taken from the main line. The line traverses an easy country, and there have been no engineering difficulties. The line is well-ballasted to a full section, shingle being used on the Deesa end, and broken lime stone ballast at the Palanpur end. The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 150 and aggregates 8·58 miles in length.	The line was sanctioned for construction on the 22nd March 1892. The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary. The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
			Miles.			Miles.
XLIV	Southern Mahratta—					
	Main line—			*Main line*—		
	Portuguese frontier near Dhárwár *viâ* Gliuntakal and Nandyál to Tadêpal		509·97	Frontier to Castle Rock	3-2-88	3·63
				Castle Rock to Deuli	15-6-87	2·75
				Deuli to Dhárwár	24-1-87	56·00
				Dhárwár to Hospet	1-7-85	101·25
				Hospet to Bellary	24-3-84	40·51
				Bellary to Guntakal	16-5-87	29·99
				Guntakal to Nandyál	11-7-87	90·25
				Nandyál to Cumbum	15-6-90	63·18
				Cumbum to Tadêpalli	3-10-89	122·41
						509·97
	Branches—			*Harihar branch*—		
	Hubli to Harihar (*Harihar branch*)	81·00		Hubli to Harihar (temporary station) . .	18-10-86	81·00
				Temporary station to permanent station .	21-2-89	
	Gadag to Hotgi (*Bijápur branch*) . . .	173·08		*Bijápur branch*—		
				Gadag to Hotgi—		
				For goods traffic .	1-8-84	173·08
				For passenger traffic	15-9-84	
	Londa to Poona (*Poona branch*)	277·99		*Poona branch*—		
				Londa to Belgaum	21-3-87	33·00
				Belgaum to Miraj	22-12-87	85·01
			532·07	Miraj to Koregaon	2-5-87	76·00
				Koregaon to Ghorpuri	18-11-86	83·07
				Ghorpuri to Poona	4-10-90	0·91
						277·99
	Carried over .		1,042·04	Carried over .		1,042·04

D—*continued.*

progress on the 31st March 1899.

WORKED BY COMPANIES. Metre gauge.

Details of construction.			REMARKS.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle Rock which is laid with 62lb. rails. The line is only partially fenced.			The line from Hotgi *viâ* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.
The following are the large girder bridges:			The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887.
Main line—	Spans.	Feet.	The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.
Hagari	34 of	64	
Tungbhadra	38 „	60	
Burra Nalla	10 „	60	
Banni Nálla	9 „	60	
Kondia	9 „	60	
Dorapillay	2 „	40	
	1 „	20	
	1 „	100	
Doratangi	3 „	100	
Dorabhani	2 „	150	
	1 „	250	
	1 „	66⅔	
Budicherla	6 „	66⅔	
Gundlacama	11 „	60	
Mile 439¾	8 „	40	
Colair mile 448	8 „	40	
Harihar branch—			
Wardha	15 „	60	
Tungbhadra	16 „	60	
Bijápur branch—			
Bhima	14 „	150	
Gunki	8 „	40	
Don	8 „	100	
Kistna	21 „	150	
Malprabha	12 „	100	
Poona branch—			
Nira	12 „	50	
Yerla	10 „	60	
Kistna	14 „	150	
Jagnoor	11 „	30	
Ghatprabha	45 „	40	
Márkándyae	5 „	60	
Malprabha	1 „	100	
	3 „	40	
	5 „	20	
Main line—			
The following are the tunnels and covered ways on this line:			
Bear's rock	581 feet.		
Castle rock	1,356 „		
Covered way	312 „		
Nulla-Mulla hills	1,560 „		
The Ghát incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.			
The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100.			
On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.			
Poona branch—			
The following are the tunnels and covered ways on this line:			
Covered way at mile 265¾	566 feet.		
Tunnel No. 1 „ 264¼	545 „		
„ „ 2 „ 259½	611 „		
„ „ 3 „ 214¼	503 „		

APPENDIX

Railways constructed and in

STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		Miles.
XLIV	**Southern Mahratta**—*concld.*			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL	1,042·04	TOTAL OPEN MILEAGE .	1,042·04
XLV	**Guntakal-Mysore frontier**—			
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram—	
			For goods traffic . . 1-3-92 }	62·95
			For passenger traffic . 10-6-92 }	
			Dharmavaram to Hindúpur . 23-4-93	49·28
			Hindúpur to Mysore frontier 17-9-93	7·27
			TOTAL OPEN MILEAGE .	119·50
XLVI	**Mysore section (Southern Mahratta)**—			
	Mysore *vid* Bangalore to Gubbi . 139·75		Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . 156·25		Mandya to Channapatna . 20-3-81	23·25
	TOTAL .	296·00	Channapatna to Bangalore . 1-2-81	34·75
			Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
			TOTAL OPEN MILEAGE .	296·00

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80 and less.*	1/81 to 1/100	Length.	Radii.
Main line—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
„ „ 3½ and 508½	...	132·06	...	...
„ „ 0 and 5	...	...	2·11	800 feet.
„ „ 234 and 483	...	...	11·98	Varying from 603 feet to 955 feet.
Poona branch—				
Between miles 1 and 276½	...	108·73	...	...
„ „ 214½ and 218½	...	...	0·17	955 feet.
„ „ 210 and 277½	...	...	10·06	Varying from 609 feet to 907 feet.
Harihar branch—				
Between miles 0 and 80	...	28·08	...	...
Bijápur branch—				
Between miles 0 and 165½	...	53·74	...	...

Remarks.

On the Guntakal-Dharmavaram section, the permanent-way consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu	8	„	64
Penna Mairu	14	„	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/80 and less.	1/81 to 1/100 †	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 142½	...	26·5	...	...
„ 63	...	...	0·97	600 feet.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893. The line is worked by the Southern Mahratta railway.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41½lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet, are as under:

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/80 and less.	1/81 to 1/80 ‡	1/81 to 1/100 †	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 296	...	...	120·52	...	...
„ „ 210 and 296	...	45·41	...	...	...
„ „ 210¾ and 293¾	...	...	...	5·02	Varying from 660 feet to 990 feet.

The dates of orders for survey and construction of the Mysore railway are as follow:

Date for survey.	*Dates for construction.*
1st April 1870.	Mysore line, 26th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

* Ruling gradient 1 in 40 between miles 0 and 3 on the ghats, the rest of the line is on a ruling gradient of 1 in 100.
† „ „ 1 in 100 throughout.
‡ „ „ 1 in 70 „

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
XLVII	South Indian—	Miles.	Miles.			Miles.
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—		
	Main line—			*Main line*—		
	Madras (Park) to Tuticorin .	443·99		Madras (Park) to Tindivanam . . .	1-9-76	75·94
				Tindivanam to Cuddalore .	1-1-77	52·00
				Cuddalore to Porto Novo .	1-7-77	17·14
				Porto Novo to Chidambaram	1-10-78	6·72
				Chidambaram to Coleroon .	1-7-79	4·60
				Coleroon to Shiyali . .	1-1-78	6·01
				Shiyali to Máyavaram .	1-7-77	12·20
				Máyavaram to Tanjore .	15-2-77	43·75
				Tanjore to Trichinopoly junction . . .	11-3-62	31·04
				Trichinopoly junction to Madura . . .	1-9-75	95·94
				Madura to Tuticorin . .	1-1-76	98·65
						443·99
	Branches—			*Branches*—		
	Madras (Park) to Beach .	1·74		Madras (Park) to Beach .	1-1-79	1·74
	Chingleput (35·25 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·18		*Arkonam branch*—		
				Chingleput to Wálajábád .	1-8-80	13·64
				Wálajábád to Conjeeveram	1-1-81	7·92
				Conjeeveram to Arkonam .	8-5-65	17·62
						39·18
	Villupuram (99·05 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*)	16·26		*Pondicherry branch*—		
				Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . .	15-12-79	16·26
	Tanjore (218·36 miles from Madras) to Negapatam (*Negapatam branch*)	48·23		*Negapatam branch*—		
				Tanjore to Tiruvallúr .	2-12-61	33·68
				Tiruvallúr to Negapatam .	15-7-61	14·55
						48·23
	Negapatam (266·59 miles from Madras) to Nagore . .	4·49				
	Trichinopoly (249·40 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) . . .	87·18		*Erode branch*—		
				Trichinopoly junction to fort	11-3-62	2·54
				Trichinopoly fort to Karúr	3-12-66	44·58
				Karúr to Kodumudi . .	1-7-67	16·70
				Kodumudi to Erode . .	1-1-68	23·36
						87·18
	Maniyáchi (425·50 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . . .	18·10		*Tinnevelly branch*—		
				Maniyáchi to Tinnevelly .	1-1-76	18·10
		215·18	659·17	*Total Madras-Tuticorin section* . . .		654·68
	Carried over . .		659·17	Carried over		654·68

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. The original undertaking between Negapatam and Erode, 166·45 miles, was laid between Negapatam and Trichinopoly with rails 68lb. to the yard on creosoted pine sleepers and with the same weight of rail on cast-iron pot sleepers between Trichinopoly and Erode. During the course of renewals with the 50lb. bull-headed rails, the following alterations have been made. Out of Negapatam, 11·72 miles have been relaid with the 50lb. rails on pot sleepers and between Tanjore and Trichinopoly (31·04) the same permanent-way has taken the place of the 68lb. rails. From mile 11·72 out of Negapatam to Tanjore (36·51 miles) the creosoted pine sleepers have been replaced by cast-iron pots; the Erode branch, 87·18 miles, remain as it was originally laid. The main line from the Beach at Madras to Tuticorin has, with the exception of 0·31 mile through Tanjore station, been completely relaid with 50lb. rails on cast-iron pots replacing between Madras and Tanjore and Trichinopoly and Tuticorin, the 40·3lb. rails on creosoted pine sleepers. From Conjeeveram to Arkonam the original 35lb. rails and wooden sleepers have been replaced with 50lb. rails and pot sleepers. The Pondicherry and Tinnevelly branches and the remainder of the Arkonam branch are still laid with the 40·3lb. and 41¼lb. rails on wooden sleepers. The whole of this part of the system is fenced. The Tanjore-Pulliarpatti quarry extension is laid with 68lb. double headed iron rails and pynkado sleepers. The ballast is of gravel throughout the line. The ruling gradient is 1 in 85 and is 0·44 mile in length, and the sharpest curve which has a radius of 1,000 feet, 0·15 mile	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode, and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLVII	**South Indian**—*concld.*				
	Brought forward		659·17	Brought forward	654·68
	VILLUPURAM-DHARMAVARAM SECTION—			VILLUPURAM-DHARMAVARAM SECTION—	
	Main line—			*Main line*—	
	Villupuram (99·05 miles from Madras on the South Indian railway) to Dharmavaram (378·28 miles from Madras on the South Indian railway)	279·23		Villupuram to Tiruvannámalai 17-11-90	41·80
				Tiruvannámalai to Pákala 18-3-91	96·55
				Pákala to Váyalpád 1-1-92	46·69
				Váyalpád to Dharmavaram—	
				For goods traffic 1-3-92 }	94·19
				For passenger traffic 20-3-92 }	
					279·23
	Branch—			*Nellore branch*—	
	Pákala to Gudur (*Nellore branch*)	83·97	363·20	Pákala to Tirupati 18-3-91	25·06
				Tirupati to Gudur 15-9-87	58·91
					83·97
				Total Villupuram-Dharmavaram section	363·20
	TOTAL		1,022·37	TOTAL OPEN MILEAGE	1,017·88
XLVIII	**Máyavaram-Mutupet**—				
	Máyavaram (174·61 miles from Madras on the South Indian railway) to Mutupet		53·99	Máyavaram to Mutupet 2-4-94	53·99

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers.	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.
The rails are of steel, flat-footed, 41½lb. to the yard (except for 15·43 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are being laid in sidings.	The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed until November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889. The Gudur-Nellore section, 23·71 miles, has been converted to the standard gauge and was handed over to the Bezwada-Madras railway on the 1st November 1898.
The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92.	
On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of waterway.	On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893, and now forms a part of the Guntakal-Mysore frontier railway.
The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-footed, 41½lb. to the yard, laid partly on Denham-Olphert's sleepers, and partly on wrought-steel trough or pea-pod sleepers.	
The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta.	
The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:	The South Indian Railway Company works, under agreement, the portion (7·80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

SECTION OF LINE.	Lengths of gradients (1/81 to 1/100).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·97 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·15 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 „ „	1·73	...
„ 323·62 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta, and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb. flat-footed iron and 41½lb. steel rails taken out of the South Indian railway main line. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.
	The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr.
	The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.
	The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present.
	A survey of the further extension of the line from Adirampatnam to Avadaiyarkoil was sanctioned on 20th January 1899 and is now in hand.
	The line is worked by the South Indian railway under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLIX	**Assam-Bengal—**		
	Main line—		*Main line—*
	Chittagong Port to Chittagong 1·87		Chittagong Port to Chittagong—
	Chittagong to Makum . 570·72		For goods traffic . . 3-11-95 1·87
	572·59		Chittagong to Feni . . 1-7-95 56·90
			Feni to Comilla—
			For goods traffic . . 1-7-95 } 39·10
			For passenger traffic . 15-9-95 }
			Comilla to Akhaura—
			For goods traffic . . 1-1-96 } 29·41
			For passenger traffic . 1-2-96 }
	Branches—		Akhaura to Karimganj* —
			For goods traffic . . 4-12-96 } 115·00
	Láksám to Chandpur . . . 31·62		For passenger traffic . 1-1-97 }
	Badarpur to Silchar . . . 18·62		Karimganj to Badarpur*—
	Lumding to Gauháti . . . 112·93		For goods traffic . . 4-12-96 } 12·00
			For passenger traffic . 1-12-97 }
		735·76	254·28
			Branches—
			Láksám to Chandpur—
			For goods traffic . . 1-7-95 } 31·62
			For passenger traffic . 15-9-95 }
			Badarpur to Katta Khal—
			For goods traffic . . 13-6 98 6·27
			Katta Khal to Silchar—
			For goods traffic . . 8-11-98 12·35
			18·62
			Gauháti to Jamuna Mukh . 1-1-97 74·73
			Jamuna Mukh to Lanka . 2-1-99 18·27
			Lanka to Lumding temporary station—
			For goods traffic . . 1-3-99 16·93
			109·93
			TOTAL OPEN MILEAGE . 414·45

* Closed for repairs after the earthquake of 12th June 1897 and re-opened as follows :

Akhaura to Srimangal	20-7-97
Srimangal to Kalaura	24-7-97
Kalaura to Karimganj	8-8-97
Karimganj to Badarpur	18-10-97

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong Port to Badarpur, with branches from Láksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers.	The branch from Gauháti to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company.
Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley, where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 2 land spans of 60 feet, with two arches of 16 feet each.	Section I. The 360 feet jetty at Chittagong is in progress.
Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Dehing.	Tunnels on the 8th division were completed and a strong labour force has been working on the 15th division.
The line, where already laid, is for a single track with 50lb. rails on sál and pynkado sleepers, and this will be done on the rest of the line.	Section II. The earthwork in the 8th division is completed and on the 9th, 10th and 11th divisions well in hand. Tunnels on the 8th division were completed and satisfactory progress was made with all tunnels on the section. The Barrak bridge was completed during the year and the girders tested and found to be entirely satisfactory. Bridge-work on the 8th division (mile 253 to mile 283·50 from Chittagong) progressed satisfactorily, and a start has been made on the other divisions.
On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet.	Section III. On this section the open line portion, 74·73 miles, from Gauháti to Jamuna Mukh, which was closed on account of the earthquake, was reopened to traffic.
On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The work on 16th and 17th divisions is approaching completion, and a strong labour force has been working on the 15th division.
	The survey of the 8th division is practically completed.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{75}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·24	Varying from 572 feet to 955 feet.
9th „	9·68	5·22	3·55	9·96	
10th „	0·05	11·85	4·38	9·46	
11th „	...	10·45	4·48	9·75	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
L	**Burma—**	Miles.	
	Irrawaddy line—		*Irrawaddy line—*
	Rangoon to Prome	161·00	Rangoon to Prome . . 2-5-77 161·00
	Sittang line—		*Sittang line—*
	Rangoon to Toungoo . . .	166·00	Rangoon to Pegu—
			For goods traffic . . 4-2-84 } 46·25
			For passenger traffic . 26-2-84 }
			Pegu to Pyuntaza—
			For goods traffic . . 4-2-84 } 41·75
			For passenger traffic . 10-7-84 }
			Pyuntaza to Nyaunglebin—
			For goods traffic . . 4-2-84 } 5·00
			For passenger traffic . 1-8-84 }
			Nyaunglebin to Toungoo . 1-7-85 73·00
			Total Sittang line . 166·00
	Suburban lines	9·00	*Suburban lines—*
			For goods traffic . { 1-3-89 6·00 / 15-7-90 3·00
			Total Suburban lines . 9·00
	Mandalay line—		*Mandalay line—*
	Main line—		*Main line—*
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay 220·00		Toungoo to Thawutti—
			For goods traffic . . 1-5-88 } 44·00
			For passenger traffic . 11-7-88 }
			Thawutti to Pyinmana—
			For goods traffic . . 1-5-88 } 15·00
			For passenger traffic . 26-9-88 }
			Pyinmana to Yaméthin—
			For goods traffic . . 15-11-88 } 49·00
			For passenger traffic . 1-3-89 }
			Yaméthin to Mandalay . 1-3-89 112·00
			220·00
	Branches—		*Branches—*
	Thazi to Meiktila Cantonment (*Meiktila branch*) . . . 12·89		*Meiktila branch—*
			Thazi to Meiktila Cantonment . . . 10-5-93 12·89
	Meiktila Cantonment to Myingyan . 57·70		*Mandalay shore branch—*
	Mandalay to Mandalay shore (*Mandalay shore branch*) . . . 2·50		Mandalay to Mandalay shore—
			For goods traffic . April 1889 2·50
		293·09	*Total Mandalay line* . 235·39
	Mu Valley line—		*Mu Valley line—*
	Main line—		*Main line—*
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina . 331·29		Sagaing to Shwebo . 1-7-91 53·05
			Shwebo to Wuntho—
			For goods traffic . . 4-4-92 } 99·46
			For passenger traffic . 15-3-93 }
			Wuntho to Nankan . 1-11-94 15·46
			Nankan to Mohnyin . 21-10-95 74·35
			Mohnyin to Mogaung—
			For goods traffic . . 1-3-96 } 52·34
			For passenger traffic . 16-7-97 }
			Mogaung to Myitkyina—
			For goods traffic . . 1-1-98 } 36·63
			For passenger traffic . 10-2-99 }
			331·29
	Carried over . 331·29	629·09	Carried over . { 571·39 / 331·29

D—*continued*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Irrawaddy line is laid with steel rails, 50lb. to the yard, for a double track from Rangoon to Insein' (9 miles), the remaining 152 miles being laid for a single track with 50lb. steel rails for 90 miles, 41½lb. steel for 29 miles and 40lb. iron for 33 miles.	
The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low.	The dates of orders for survey and construction are as follows :
	Dates for survey. — *Dates for construction.* Rangoon to Prome 16-10-69 — 25-9-74 Rangoon to Toungoo 17-8-74 — 23-5-81
The Sittang line is laid with steel rails, 50lb. to the yard, from Pozundaung to Pyinlongyi (62 miles), the remaining 104 miles being laid with rails, 41½lb. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of water-way provided against 8,165 lineal feet on the Irrawaddy line.	
The permanent-way on the Mandalay line consists of 50lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel.	The orders for the survey of the Mandalay line were issued in March 1886.
The ballast on the first 50 miles is chiefly burnt clay or laterite ; on the remainder of the line it is either shingle or broken stone.	The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards, in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.
Bridges— Spans. Feet. Swa river . . . . . 3 of 100; 1 „ 40 Nagalike . . . . . 3 „ 100; 2 „ 40 Sinthe . . . . . 4 „ 100 Pyawbwè . . . . . 4 „ 100 Samôn . . . . . 1 „ 150; 2 „ 40 Panloung . . . . . 5 „ 60 Myitngè . . . . . 4 „ 150; 2 „ 40 Meza . . . . . 3 „ 100; 10 „ 40 Namkhin . . . . . 2 „ 60; 6 „ 40 Namyin . . . . . 1 „ 100; 6 „ 40 Mogaung . . . . . 5 „ 100; 9 „ 40 Namti . . . . . 3 „ 60; 4 „ 40 Namkwi . . . . . 1 „ 100; 6 „ 40	
There are several other bridges with water-ways up to 200 lineal feet.	
All girder bridges on the Mandalay line are provided with floors and hand rails for military purposes.	
There are no great engineering difficulties, but much of the line passes through thick jungle.	
The line from Prome to Mandalay is fenced.	
The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second-hand iron rails, 40lb. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure. An extension of this branch to Myingyan has been sanctioned and construction work has been vigorously prosecuted since September 1898. The total length is 57·70 miles.
On the Mu Valley line 331·66 miles of rails are laid and 291·66 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41½lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced, except at a few stations.	The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
L	Burma—*concld.*				
	Brought forward	331·29	629·09	Brought forward	571·39 331·09
	Branches (concld.)—			*Branches*—	
	Sagaing (on the right bank of the Irrawaddy) to Alon (on the left bank of the Chindwin)	71·00		*Myohaung branch*— Myohaung to Amarapura shore— For goods traffic 22-11-91 / For passenger traffic 22-2-92	6·00
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*)	6·00		*Katha branch*— Naba to Katha 2-10-95	14·40
	Naba on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*)	14·40	422·69	*Total Mu Valley line*	351·69
				Mandalay-Kunlon section— Myohaung to Sedaw— For goods traffic 1-1-98	13·00
				DOUBLE— *Irrawaddy line*— Rangoon to Kemmendine 30-10-89	3·50
	Mandalay-Kunlon section—			Kemmendine to Insein 10-1-90	5·50
				Nahakaung to Naba 11-6-97	0·55
	Myohaung (3 miles south of Mandalay station on the Mandalay line of the Burma railway) to the right bank of the Salween river		230·72		9·55
	TOTAL		1,282·50	TOTAL OPEN MILEAGE	936·08
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)		7,756·92		6,887·13

D—*continued.*

progress on the 31st March 1899.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS
The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 204 and 207 on the Nahakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 43 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 212 and 213·8, the total length being 1,568 feet, and 9 on the main line between miles 171 to 235 on the Nankan-Mohnyin section, 3,790 feet long. The Mandalay-Kunlon line is being constructed for a single track with 50lb. steel rails and wooden sleepers. The sleepers will be of teak, pynkado, ingyin, theya or oak, and average 2,200 to the mile. It is a mountain railway with a gradient of 1 in 40, except on the Maymyo Ghât (miles 13 to 28), where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult. The works and bridging generally are light for a mountain railway, with the exception of 1¼ miles of very heavy work on the Maymyo Ghât, and a long, high viaduct and tunnel at the Gokteik gorge. This viaduct will consist of 10 spans of 120 feet and 7 spans of 60 feet supported on piers formed of steel trestles in pairs 40 feet apart. Total length of viaduct will be 2,255 feet and greatest height of rail level above ground 325 feet. The details of the approaches are not yet settled. Special locomotives are being designed for this railway, and the rolling-stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves. The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later. The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively. Sanction was received in September 1898 to the construction of a branch line 71·00 miles long from Sagaing station on the Mu Valley railway to Alon, a town on the Chindwin river. Work was commenced at once. Orders were given for the construction of the Mandalay-Kunlon line in October 1895. The working and construction of the Burma railways was made over to a company from the 1st September 1896—*vide* Appendix P to Part II of the Railway Administration Report for 1897-98.

SECTION.	GRADIENTS.			CURVES.	
	1 in 25	1 in 25 to 1 in 50	1 in 50 to 1 in 100	Length.	Radius.
Mandalay (Myohaung)-Salween— Mile 0 to 230·72 . .	Miles. 11·36	Miles. 102·22	Miles. 18·32	Miles. 51·45	Varying from 338 feet to 955 feet.

The 11·36 miles of 1 in 25 gradients are on the Maymyo Ghât.
Wooden bridging will be used to a certain extent on the easier and flatter portions of the line.
The line will not be fenced.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.			Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.	Miles.			Miles.
L1	**Eastern Bengal—**				NORTHERN SECTION—		
	NORTHERN SECTION—				*Main line—*		
	Main line—				Sára to Atrai	19-1-78	38·75
	Sára ghât to Párbatipur junction	111·25			Atrai to Jalpáiguri	28-8-77	134·25
	Párbatipur junction to Siliguri	84·75			Jalpáiguri to Siliguri—		
			196·00		For goods traffic	10-6-78	23·00
					For general traffic	1-11-78	
							196·00
	Branches—				*Rungpore branch—*		
	Párbatipur junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00			Párbatipur junction to Shámpur	19-5-78	15·25
	Teesta bridge at Kaunia and approaches	4·87			Shámpur to Rungpore	2-7-78	7·50
	Párbatipur to Dinagepore (*Dinagepore branch*)	17·75			Rungpore to Kaunia	1-6-79	11·25
							34·00
					Dinagepore branch—		
					Párbatipur to Chirir bandar	1-7-83	9·00
					Chirir bandar to Dinagepore	16-5-84	8·75
							17·75
	2′ 6″ GAUGE.				2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—				*Kaunia-Dharlla branch—*		
	Teesta junction to Jatrapur	23·25			Teesta junction to Dharlla	18-7-81	18·50
	Teesta junction to Mogalhát	13·78			Teesta junction to Mogalhát	6-2-82	13·78
					Dharlla to Jatrapur	1-7-84	4·75
		37·03					37·03
			93·65	289·65	*Total Northern section*		284·78
	Cooch Behar-Santrabari extension (*British section*)—				DACCA SECTION—		
	Alipur to Jhainti			20·08	Náráyanganj ghât to Dacca	4-1-85	10·25
					Dacca to Jaydebpúr—		
					For goods traffic	1-8-85	19·65
					For passenger traffic	12-12-85	
	DACCA SECTION—				Jaydebpúr to Gáfargáon—		
	Náráyanganj ghât to Mymensingh			85·92	For goods traffic	1-8-85	32·50
					For passenger traffic	18-2-86	
					Gáfargáon to Mymensingh—		
					For goods traffic	1-8-85	23·52
					For passenger traffic	29-8-85	
					Total Dacca section		85·92
	BEHAR SECTION—				BEHAR SECTION—		
	Main line—				*Main line—*		
	Manihári to Katihár	15·50			Manihári to Katihár	1-4-87	15·50
	Katihár to Ráyganj	37·49			Katihár to Ráyganj	1-7-89	37·49
	Ráyganj to Dinagepore	32·68			Ráyganj to Dinagepore	15-2-88	32·68
			85·67				85·67
	Branches—				*Kosi branch—*		
	Kosi branch—				Katihár to Kasba	1-4-87	22·10
	Katihár to Kasba	22·10			Kasba to Forbesganj	1-7-89	36·81
	Kasba to Arariyá	21·71			Forbesganj to Ancharághât	1-1-91	14·00
	Arariyá to Forbesganj	15·10					72·91
	Forbesganj to Debiganj	7·69					
	Debiganj to Ancharághât	6·31					
		72·91					
	Carried over	72·91	85·67	395·65	Carried over		370·70 / 158·58

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
	Dates of orders for survey.
Rails, iron, 40lb. to the yard, and steel, 41½lb. to the yard, and sleepers of creosoted pine, sâl, teak and iron-wood, also of steel wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section.	Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76.
Iron rails, 40lb. to the yard, are being replaced by steel rails, 50lb. and 41½lb to the yard, from Sára northwards: 148·87 miles with the 50lb. and 10·41 miles with the 41½lb. rails—total 159·28 miles—are now laid. Sâl sleepers are used for renewals. The whole of the Northern section is fenced, except the Kaunia-Dharlla section.	*Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25lb. and iron 30lb. to the yard, laid on sâl sleepers.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrapur on the Brahmaputra and Dhubri, are worked in connection with the trains.
The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41½lb. to the yard, on sâl, creosoted pine, asna and pynkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations, and between Narainjung and Dacca, 10·25 miles.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid 41½lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is fenced.	The line from Manihári through Kátihar junction to Dinágepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár junction through Purnea and Kasba to Ancharághât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LI	**Eastern Bengal**—*concld.*			Miles.		
	Brought forward	72·91	85·67	395·65	Brought forward	370·70 / 158·58
	BEHAR SECTION—*concld.*				*Bársoi-Kissengunge branch*—	
	Bársoi-Kissengunge branch—				Bársoi to Kissengunge—	
	Bársoi to Kissengunge	35·11			For goods traffic 15-12-92 / For passenger traffic 10-12-93	35·11
			198·02			
				193·69	*Total Behar section*	193·69
	TOTAL			589·34	TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)	564·39
LII	**Cawnpore-Burhwál (metre gauge link)**—					
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *vid* Lucknow to Burhwál (point of junction with the Bahramghát branch of the Oudh and Rohilkhand State railway)			(*a*) 79·60	Burhwál to Daliganj 24-11-96 (*b*)	34·57
					Aishbagh to Cawnpore—	
					For goods traffic 25-4-97 / For passenger traffic 15-5-97 (*c*)	45·03
	Carried over			79·60	Carried over	79·60

(*a*) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.
(*b*) Including the length, Burhwál to Barabanki, 16·70 miles, laid on a mixed gauge.
(*c*) Including the length over the Cawnpore bridge 0·59 mile, laid on a mixed gauge.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41½lb. to the yard, and the rest with second-hand iron rails, 40lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sál, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
The grade of 1 in 150 is the sharpest on the metre gauge section and only occurs at the 9th mile, Dacca section, the length being 0·36 mile.	
A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section (2′ 6″ gauge) is on the grade of $\frac{1}{81}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,795 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway has been utilized. Starting from the north of Burhwál station, on the Oudh and Rohilkhand State railway, it runs up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand State railway line, and thence on to Malhaur a separate metre gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand State railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand State railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·26. Land has been taken up for a double line, except where the line runs alongside the Oudh and Rohilkhand State railway, but the bridges have been constructed for a single line only.	The construction of this line, which was sanctioned in October 1894 as a part of the project for linking up the metre gauge railway systems of Northern India, was commenced in November 1894. It has been constructed and is worked by the Oudh and Rohilkhand State railway.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.
		Miles.	Miles.
LII	Cawnpore-Burhwal (metre gauge link)—*concld.*		
	Brought forward	79·60	Brought forward . 79·60
	TOTAL	79·60	TOTAL OPEN MILEAGE . 79·60
LIII	Shadipalli-Balotra (British section)*—		
	Shadipalli to the Jodhpore Frontier	(*a*)69·06	
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	738·00	643·99

* The native state section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bickaneer railway.

(*a*) The mileage given is exclusive of 48·75 miles of the existing Hyderabad-Shadipalli standard gauge railway between Shadipalli and Rahoki junction to be converted to the metre gauge, as also 6·33 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohi khand State railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers, except for the last three miles at Cawnpore, which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand State railway. All sidings are of second-hand iron 60lb. section rails. There are no gradients of 1 in 100 or less. *The sharpest curve has* a radius of 573 feet. *Rails.* SECTIONS. 50lb. flat-footed Indian State Railway steel rail. 60lb. flat-footed steel rail. TOTAL. Burhwál to Daliganj— Mixed gauge, 3rd rail . . ... 16·79 16·79 Independent line . . . 17·78 ... 17·78 Aishbagh to Cawnpore— Mixed gauge, 3rd rail . . ... 0·59 0·59 Independent line . . . 40·48 3·96 44·44 TOTAL . 58·26 21 34 79·60 *Sleepers.* SECTION. Deodar. Teak. TOTAL. Burhwál to Daliganj— Mixed gauge, 3rd rail, and independent line . . 34·57 ... 34·57 Aishbagh to Cawnpore— Mixed gauge, 3rd rail, and independent line . . 44·03 1·00 45·03 TOTAL . 78·60 1·00 79·60	
The work is light and easy for 36 miles across the Nara Valley. The rest of the length is through heavy sand-hills.	For the Shadipalli-Frontier section a small grant was sanctioned in 1897-98 and earthwork has been started.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Miles.	Date of opening for public traffic.	Miles.
LIV	**Deoghur—**					
	Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur		4·79		Baidyanáth to Deoghur . 23-12-82	4·79
LV	**Brahmaputra-Sultanpur—**					
	Sultanpur to Kamar Jani near Kaliganj .		59·70			
LVI	**Mymensingh-Jamalpur-Jagannathganj—**					
	Mymensingh to Jagannathganj . . .		55·00		Mymensingh to Singhjani—	
					For goods traffic . . 15-10-98 }	33·07
					For passenger traffic . 1-11-98 }	
LVII	**Rohilkund and Kumaon (Company's section)—**					
	Bhojeepura junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills		53·92		Bhojeepura to Káthgodám . 12-10-84	53·92
LVIII	**Segowlie-Raxaul—**					
	Segowlie to Raxaul		18·00		Segowlie to Raxaul . . 1-3-99	18·00
LIX	**Bengal Dooars—**					
	Main line—				*Main line—*	
	East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal State railway *viá* Dam Dim to Bagrakote	37·76			East bank of the Teesta to Mal Bazar—	
					For goods traffic . . 15-1-93 }	26·85
					For passenger traffic . 1-11-93 }	
					Mal Bazar to Dam Dim . 16-6-94	4·15
	Branches—				*Branch—*	
	Lataguri to Ramshaihát . . .	5·40			Lataguri to Ramshaihát—	
	Malbazar to Bantupara . . .	44·00			For goods traffic . . 11-6-93 }	5·40
	Deomoni Hat to Lalmonir Hat .	65·80			For passenger traffic . 16-6-94 }	
			152·96		TOTAL OPEN MILEAGE .	36·40
LX	**Dibru-Sadiya—**					
	Main line—				*Main line—*	
	Dibrugarh (on the left bank of the Brahmaputra river) *viá* Makum junction to Dihing bridge . .	61·50			Lower steamer ghát on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles).	
					Dibrugarh to Makum junction 16-7-83	38·50
					Makum junction to Dihing bridge 2-5-84	23·00
						61·50
	Carried over .	61·50			Carried over .	61·50

D—*continued.*

progress on the 31st March 1899.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The permanent way will consist of 50lb. steel rails and sâl sleepers. The ballast will be of burnt brick. The works are fairly heavy. The largest bridge, the Bengali, consists of 6 spans of 60 feet.	Date of orders for survey— Sultanpur *viâ* Bogra to Kaligañj . . 7-10-90 The construction of the line was sanctioned in October 1896, and work started in January 1897.
The permanent-way consists of 50lb. rails and sâl sleepers. The ballast will be of burnt brick. The Jhenai bridge, the most important on the line, consists of 4 spans of 55 feet.	Date of orders for survey— Mymensingh to Bonsi *viâ* Jamalpur . 27-11-94 Bonsi to Jagannathganj . . . 23-1-97 The construction of the line was sanctioned in November 1896.
The rails are of the metre gauge type, steel, weighing 41½lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{81}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations, and between Haldwani and Lalkua.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The permanent-way will consist of 41½lb. steel rails and sâl sleepers.	The construction of the line was sanctioned in October 1896.
The line has been laid with 41½lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brickwork piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. x 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41½lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 19 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridges over the Tipúk Jan, Sessajan, Borbil and Digboi (No. 1) rivers have been replaced by brick abutments and steel	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic	Miles.
LX	Dibru-Sadiya—*concld.*				
	Brought forward .	61·50		Brought forward .	61.50
	Tálap branch—			*Tálap branch*—	
	Makum junction to Tálap . .	16·00	77·50	Makum junction to Dum-Duma . . . 2-5-84	8·00
				Dum-Duma to Tálap . . 5-2-85	8·00
					16·00
				TOTAL OPEN MILEAGE	77·50
LXI	Ledo and Tikak-Margherita Colliery—				
	Main Line—			Dihing Bridge to Ledo including Namdang branch—	
	Dihing Bridge junction with the Dibru-Sadiya railway to Ledo including Namdang branch		7·50	For coal traffic . . 17-2-84 } For public traffic . . 1-1-97 }	7·50
LXII	Ahmedabad-Parantij—				
	Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Idar-Ahmednagar		54·59	Ahmedabad to Talod . . 1-5-97	32·75
				Talod to Parantij . . 2-7-97	7·75
				Parantij to Idar-Ahmednagar 23-10-97	14·09
				TOTAL OPEN MILEAGE .	54·59
LXIII	Nilgiri—				
	Méttupálaiyam (327·47 miles from Madras on the Madras railway, Nílgiri branch) to Coonoor . . .		16·81		
	TOTAL ASSISTED COMPANIES (METRE GAUGE)		502·13		285·77

D—*continued.*

progress on the 31st March 1899.

COMPANIES. Metre gauge.

Details of construction.	REMARKS.
girders. Brick culverts have been constructed at miles 44·50, 25·50, 50·75, 55·00 and 59·00 on the main line; and at miles 40·75 and 41·75 on the Tálap branch, and a 6′ arched culvert has been built taking the place of Digboi No. 2 bridge at mile 53·50. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:	

Section of line.	Length.	Radii
	Feet.	Feet.
Main line—		
Mile 56 from Dibrugarh	747	800
„ 61 „ „	635	700
Tálap branch—		
Mile 10·25 from Dibrugarh	200	750

The main line is laid with 41½ lb. rails and sleepers of uriam, and is more than three-fourths ballasted. The steepest gradient is 1 in 70 and is 526 feet in length. The sharpest curve has a radius of 600 feet. The Namdang bridge, the most important on the line, is of 5 spans of 24 feet. The Namdang branch is laid throughout with new 50 feet rails on uriam sleepers. It is unballasted. The steepest gradient is 1 in 86 for 1,425 feet of which the last 300 feet is on a curve of 1,000 feet radius.	This colliery branch line was constructed in 1883 under sanction of a concession granted in an Indenture made with the Secretary of State for India on 30th July 1881, and has been used for the purposes of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. The working of the line was taken over by the Dibru-Sadiya railway from the 1st January 1897 under the terms recorded as Appendix II to Part II of the Railway Administration Report for 1896-97.
The line has been constructed for a single track. The permanent-way is laid with 41½ lb. flat-footed steel rails on transverse deodar or creosoted pine sleepers. There are two bridges for crossing the Khari river, the first in the 14th mile by five spans of 60 feet, and again in the 37th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient on the line is 1 in 200 of which there are 4 in number and aggregate 1·74 miles in length. The line is ballasted throughout with either kunker or stone.	The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line was constructed by the Bombay, Baroda and Central India Railway Company, and is worked by the same company as a part of their metre gauge system under an agreement the terms of which will be found in Appendix P to Part II of the Railway Administration Report for 1895-96.
The rails will be steel, 50 lb. to the yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) will be used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. The survey was started in August 1890, and the final location was completed early in 1892. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894. In February 1896, a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. Work recommenced in April. The line was handed over to the Madras railway on the 7th September 1898 and opened for goods traffic on the 1st October, but owing to numerous slips the line was closed on the 29th.

Section of line.	Length of gradients.			Curves under a radius of 1,000 feet.	
	1/70 and less.	1/71 to 1/80.	1/81 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles	...	1·59	...	...	...
The whole line	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXIV	**The Gaekwar's Mehsána—**			
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viâ* Mehsána to Kherálu . . . . . 67·94		Viramgám to Mehsána . 1-2-91	40·21
	Mehsána to Pátan . . . . 24·69		Mehsána to Vadnagar . 21-3-87	20·73
			Vadnagar to Kherálu . . 12-12-88	7·00
			Mehsána to Pátan . . 20-7-91	24·69
		92·63	TOTAL OPEN MILEAGE .	92·63
LXV	**Kolhápur—**			
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway) . . .	29·07	Kolhápur to Miraj . . 21-4-91	29·07
LXVI	**Yesvantpur-Mysore frontier—**			
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	51·35	Yesvantpur to Dodballapur . 15-12-92	19·93
			Dodballapur to Mysore frontier . . . 17-9-93	31·42
			TOTAL OPEN MILEAGE .	51·35
LXVII	**Mysore-Nanjangúd—**			
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd . 15·25		Mysore to Nanjangúd . 1-12-91	15·25
	Nanjangúd station to a point 0·55 mile nearer the town of Nanjangúd . 0·55			
		15·80		

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41½lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41½lb to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
This line is constructed for a single track. The rails are steel, 41½lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed: Kistna, 14 spans of 60 feet girders. Panchganga, 10 „ 60 „ „ Udgaum Nulla 10 „ 60 „ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.
The rails used are of the state railway type, weighing 50lb to the yard, on the Ghát section, 11 miles in length, and 41½lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghát section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41½lb. steel rails of the standard metre-gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892. The extension to Nanjangúd town was sanctioned on the 12th March 1897.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXVIII	Birur-Shimoga—		
	Birur to Shimoga	37·97	
LXIX	Hyderabad-Godavari Valley—		
	Secunderabad to Manmad	384·28	
LXX	Shoranur-Cochin—		
	Shoranur to Cochin	65·00	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) ..	676·10	188·30

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES. Metre gauge

Details of construction.	REMARKS.
The permanent-way will consist of 41½lb. steel rails and Mysore teak sleepers except on the Bhadra bridge on which 50lb. rails will be used. The ruling gradient is 1 in 90 (aggregating 8·15 miles) and the sharpest curve 1,500 feet radius. The only important bridge is that over the Bhadra river at Benkipur.	The survey of this line was carried out by the Mysore Durbar. Construction was sanctioned in September 1896 and work started in November of the same year.
The permanent-way will consist of 50lb. rails and steel and wooden sleepers. The steepest gradient will be 1 in 133·3 and aggregates 132·25 miles in length. The sharpest curve will have a radius of 1,432 feet. The following are the important bridges—	The construction of the line was sanctioned in January 1897, and is still in progress. The terms for construction and working will be found in Appendix BB to Part II of the Railway Administration Report for 1897-98.

	Spans.	feet.
Polang	7 of	40
Godavari	21 „	60
Boalsa	6 „	20′ arches.
Moodkhaid	8 „	15′ „
Astna	7 „	80
Pandrea	6 „	20′ arches.
Thurna	3 „	60
Poorna	13 „	60
Narendi	3 „	40
Rotigaon Nallah	4 „	40
Bor Nadi	3 „	40
Dhykoo	5 „	40
Sivna	6 „	60 and 2 spans of 40′.
Kam	4 „	40
Sukhna	5 „	40
Lahouki	4 „	40
Dudhna I	6 „	40
Dudhna II	3 „	100
	1 „	40
Kasoora	4 „	60

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXI	**Jodhpur-Bikaner—**				
	Marwar junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road junctions to Kuchâman Road including the new approach to Kuchâman Road (374·00 miles from Ahmedabad on the Rajputana-Malwa railway)	201·00		Marwar junction to Marwar Pâli—	
	Lúni junction to Pachpadra	60·00		For goods traffic 24-6-82 } For passenger traffic 27-7-82 }	19·00
	Merta Road junction to Bikaner	103·00		Marwar Pâli to Lúni junction 17-6-84	25·00
			364·00	Lúni junction to Jodhpur 9-3-85	20·00
	Balotra-Jodhpur frontier section—			Jodhpur to Merta Road 8-4-91	64·00
	Balotra to the Jodhpur frontier in the Jodhpur state		135·00	Merta Road to Kuchâman Road 13-3-93	73·00
				Lúni junction to Pachpadra 22-3-87	60·00
	Bikaner-Suratgarh extension—			Merta Road to Nágore 16-10-91	35·00
	Bikaner *viâ* Khari to Suratgarh in the Bikaner state		114·00	Nágore to Bikaner 9-12-91	68·00
				Bikaner to Dulmera 2-6-98	42·00
	Gigasar to Palana coal siding		9·50		
			622·50	TOTAL OPEN MILEAGE	406·00
LXXII	**Udaipur-Chitor—**				
	From Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nágdá railway) *viâ* Debari to the Ahr river near Udaipur		67·30	Berach near Chitorgarh to Debari near Udaipur 1-8-95	60·39
				Separate station at Chitorgarh 15-8-98	0·47
				TOTAL OPEN MILEAGE	60·86

D—*continued.*

progress on the 31st March 1899.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpur, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpur to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41½lb. steel rails. Beyond Marwar Páli second-hand rails were originally laid on pine creosoted sleepers, which have for the most part been renewed by deodar except for the last 3 miles where a new approach has been lately constructed with new 41½lb. steel rails laid on steel sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámán Road section it is chiefly broken stone, marble, and kunkur. There is a telegraph line on the entire length, except from Balotra to Pachpadra, and from Bikaner to Dulmera. With the exception of a few stations, the line is practically unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet. The ruling gradient is 1 in 150, of which there are 14 in number aggregating 7·88 miles in length. The permanent-way on the Bikaner-Suratgarh extension consist of 36lb. steel rails and deodar and steel trough sleepers weighing 69lb. each. The ruling gradient is 1 in 150, of which there are 38 in number, aggregating 15·73 miles in length.	The line has been constructed at the expense of, and is worked by, the Jodhpur and Bikaner States. The section up to Lúni junction was sanctioned in 1883 and the extension to Jodhpur in 1884. The line from Jodhpur to Bikaner was sanctioned in 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchámán Road in July 1891. On the completion of the line to Bikaner the name "Jodhpur-Bikaner railway" was given to the entire system. Sanction to construct the Shadipalli-Balotra railway was given in August 1897. The Balotra-Jodhpur frontier section is being constructed by the Jodhpur Durbar. Of this section the line between Balotra and Barmer is finished and was inspected by the Consulting Engineer on the 9th March, beyond Barmer the earthwork is practically complete. Most of the culverts and stations and quarters have been built. Most of the ballast has been collected. Platelaying will be commenced in September. The Bikaner-Dulmera extension was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896. The Dulmera-Suratgarh section was sanctioned in December 1897. The earthwork is nearly completed. The stations and staff quarters are in progress.
The works on the Berach-Debari section are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8¼. The permanent-way consists of 41½lb. flat-footed steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile (including compensation for curves the length is 1·17 miles) between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length.	The line was constructed at the expense of the Mewar Durbar. It was sanctioned for construction in February 1894. The line was worked by the Bombay, Baroda and Central India railway up to the 31st December 1897, when the working was taken over by the Mewar Durbar.
On the extension from Debari to the Ahr river near Udaipur the works are heavier—there being a tunnel 300 feet long. The permanent-way will be the same as on the Berach-Debari section. The steepest gradient is 1 in 100 aggregating 0·96 mile. The sharpest curve has a radius of 820 feet and is 0·16 mile in length.	Work on this section commenced in January 1898 and, with the exception of rather less than 100 feet of the tunnel and about 400,000 cubic feet of earthwork, is practically complete.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.		Miles.
LXXIII	**Bhávnagar-Gondal-Junagad-Porbandar—**		Miles.			
	Bhávnagar Bandar to Wadhwán junction . . .	105·20		Bhávnagar to Wadhwán .	20-12-80	(a) 105·20
	Dhola junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·79		Dhola to Dhoráji .	19-1-81	88·37
				Dhoráji to Porbandar .	17-12-89	69·44
				Porbandar to Porbandar Bandar—		
				For goods traffic .	15-3-90	0·98
	Jetalsar junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágad quarry line .	69·85	333·84	Jetalsar to Junágad .	1-9-88	16·00
				Junágad to Verával (including Junágad quarry line) . . .	1-2-89	(b) 53·55
				Verával to Verával Bandar—		
				For goods traffic .	1-12-90	0·30
				TOTAL OPEN MILEAGE .		333·84
LXXIV	**Jetalsar-Rájkot—**					
	Jetalsar junction to Rájkot (point of junction with the Morvi railway)		46·23	Jetalsar junction to Rájkot .	12-4-93	46·23
LXXV	**Jámnagar—**					
	Rájkot junction with the Bhávnagar-Gondal-Junágad-Porbandar and Morvi railways (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .		(c) 54·28	Rájkot junction to Jámnagar .	8-4-97	50·29
				Jámnagar to Bedi Bandar—		
				For goods traffic . .	8-4-97	3·99
				TOTAL OPEN MILEAGE .		54·28

(a) Of this the Bhavnagar dock estate line, 0·87 mile, is worked for goods traffic only.
(b) Of this the Junagad quarry line, 2·33 miles, is worked for goods traffic only.
(c) Including 3·99 miles of dock estate lines.

D—*continued.*

progress on the 31st March 1899.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41½lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41½lb flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths ballasted with kunker the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Board of Control consisting of representatives of each of the proprietary states. The revised agreement came into force on the 1st January 1897 and will be found in Appendix Y to Part II of the Railway Administration Report for 1897-98. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágad State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.
The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·07 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced, except between Rajkot Para and Rajkot junction.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágad-Porbandar Railway and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states.
The permanent-way consists of 41½lb. steel flat-footed rails laid on creosoted pine and deodar sleepers. The steepest gradient is 1 in 100 for a length of 0·19 mile at mile 16 from Rájkot. There are no curves under a radius of 1,000 feet. The line is unfenced, except at the approaches to the Victoria bridge, near Jámnagar, and the south side of the Jámnagar station yard. The ballast consists of moorum on banks, and of stone in cuttings.	This line was sanctioned in October 1893. Work was commenced in January 1896 and completed on the 7th April 1897. The line has been constructed at the expense of the Jámnagar state by the Bhavnagar-Gondal-Junagad-Porbandar Railway, and is worked by it under the direction of a Board of Control consisting of representatives of each of the proprietary states. The agreement will be found in Appendix Z to Part II of the Railway Administration Report for 1897-98.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		
LXXVI	Dhrángadra—		Wadhwan junction to Dhrángadra—	
	Wadhwan junction with the Bhavnagar-Gondal-Junagad-Porbandar, Bombay, Baroda and Central India and Morvi railways (104 miles from Bhavnagar on the Bhavnagar-Gondal-Junagad-Porbandar railway) to Dhrángadra	20·83	For goods traffic . . 1-6-98 For passenger traffic . 25-6-98	20·83
LXXVII	Jaipur—			
	Sanganer to Siwai Madhopore in the Jaipur state	72·85		
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)	1,217·83		922·04

D—*continued.*

progress on the 31st March 1899.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way consists of steel flat-footed rails, weighing 41½lb. to the yard, laid on deodar sleepers. The line is unfenced. There are no curves under a radius of 1,000 feet. The ruling grade is 1 in 175.	The construction of this line, sanctioned in December 1897, was carried out at the expense of the Dhrángadra state by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, and is worked by it under the direction of a Board of control consisting of representatives of each of the proprietary state.
The permanent-way as at present proposed will consist of 41½lb. rails and creosoted pine sleepers; and the ballast of broken stone or kunkur as found most economical. The ruling gradient will be 1 in 200 situated between Sanganer station and mile 4·20. The sharpest curve on the line will be of 2°, compensated aggregating 0·59 miles in length.	The line was sanctioned in December 1897, and the commencement of work in February 1898. The funds for its construction will be supplied by the Jaipur state.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXVIII	West of India Portuguese—			
	Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli	17-1-87 41·00
			Sonauli to the Portuguese frontier	3-2-88 10·00
			TOTAL OPEN MILEAGE	51·00
LXXIX	Pondicherry—			
	Left bank of the Gingee river (French frontier) or (16·26 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry	15-12-79 7·80
LXXX	Káraikkal-Peralam—			
	Peralam (184·44 miles from Madras, on the Máyavaram-Mutupet railway) to the French port of Káraikkal	14·45	Peralam to Káraikkal	14-3-98 14·45
	TOTAL FOREIGN LINES	73·25		73·25

D—*continued.*

Progress on the 31st March 1899.

LINES. Metre gauge.

Details of construction.	REMARKS.
The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails. The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba. The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:	The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. Work was commenced on the 22nd February 1882 and the harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

SECTION OF LINE.	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{70}$ and less.	$\frac{1}{71}$ to $\frac{1}{80}$.	$\frac{1}{81}$ to $\frac{1}{100}$.	720 feet radius.	800 feet radius.
	Miles.	Mile.	Miles.	Mile.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

The line is single and is laid with 40lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb. steel rails on pot sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.
The line traverses an easy country partly in British and partly in French territory. There is no water-way of any importance, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar. The rails are of steel flat-footed, 41½lb. to the yard, laid on pynkado sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this line which was sanctioned in July 1895 was carried out by the South Indian Railway Company from funds provided by the French Government and is worked through the agency of that Company.

APPENDIX

Railways constructed and in

STATE LINE

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
LXXXI	**Raipur-Dhamtari branch (Bengal-Nágpur)—**		
	2′ 0″ GAUGE.		
	Raipur (187·27 miles from Nágpur) to Dhamtari . . . . . 45·45		
	Branch— Abhanpur (17·00 miles from Raipur) to Rajim (*Rajim branch*) . . . 11·22	56·67	
	TOTAL STATE LINE WORKED BY COMPANY (SPECIAL GAUGE)	56·67	

D—*continued.*

progress on the 31st March 1899.

WORKED BY COMPANY. Special gauge.

Details of construction.	REMARKS.
The line will be laid with 31lb. flat-footed steel rails and timber sleepers.	The survey was ordered in September 1896 and completed in March 1897. Construction of portions of the line finally surveyed was sanctioned on the 3rd March 1897. The line when open will form an integral part of the Bengal-Nágpur railway.

APPENDIX

Railways constructed and in

Special gauge. STATE LINE WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXXII	Jorhát—		
	2' 0" GAUGE.		
	Main line—		*Main line*—
	Gosáigáon to Titábar . . . 18·25		Gosáigáon to Jorhát—
	Alternative cold weather section to steamer ghât . . . 3·25		For goods traffic . 15-12-84 } 7·00 For passenger traffic . 17-10-85 }
			Jorhát to Dhali river—
			For goods traffic . 15-12-84 } For passenger traffic . 26-2-88 } 9·50
	Mariani branch—		Dhali river to Titábar . 16-7-87 1·75
	Chenimara to Mariani . . . 7·00		Alternative cold weather section to steamer ghât 25-11-89 3·25
		28·50	21·50
			Mariani branch—
			Chenimara junction to Mariani—
			For goods traffic . 7-1-85 } For passenger traffic . 26-2-88 } 7·00
			TOTAL OPEN MILEAGE . 28·50
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)	28·50	28·50

D—*continued.*

progress on the 31st March 1899.

BY THE STATE. Special gauge.

Details of construction.	REMARKS.
This line, excepting the alternative *cold* weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on uriam sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 190. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Alí to Mariani, was sanctioned on the 13th September 1883.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXXXIII	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal State railway to the Darjeeling bazar .	51·09	Siliguri to Kurseong . . 23-8-80	31·75
			Kurseong to Sonáda . . 1-2-81	9·50
			Sonáda to Ghúm . . 5-4-81	5·87
			Ghúm to Darjeeling . . 4-7-81	3·63
			Darjeeling to the Darjeeling bazar . . 16-6-86	0·25
			TOTAL OPEN MILEAGE . .	51·09
LXXXIV	**Bársi Light—**			
	2′ 6″ GAUGE.			
	Bársi Road [234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway] to the town of Bársi 21·75		Bársi road to the town of Bársi—	
			For goods traffic . 1-3-97 }	21·75
			For passenger traffic . 19-3-97 }	
	Extension to Pandharpur . . . 33·00			
		54·75		
LXXXV	**Howrah-Amta—**			
	2′ 0″ GAUGE.			
	Telkul ghât (Howrah) to Amta . 27·12		Telkul ghât (Howrah) to Dumjur 1-7-97	9·13
	Bárgachia to Jagatbalabpur (*Branch*) . 1·50		Dumjur to Bárgachia . . 2-10-97	5·87
			Bárgachia to Maju . . . 4-5-98	5·50
		28·62	Maju to Amta . . . 1-6-98	6·62
				27·12
			Branch—	
			Bárgachia to Jagatbalabpur . 2-10-97	1·50
			TOTAL OPEN MILEAGE .	28·62

D—*continued.*

progress on the 31st March 1899.

COMPANIES. Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there is a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100—the steepest being 1 in 25·7 up-hill. The line, which was originally laid with iron rails, 30 lb. to the yard, on the plains portion, has been relaid with iron rails 40 lb. to the yard. Steel rails, 41½ lb. to the yard, are laid on the hill portion. Of the Terai, 3·16 miles have been renewed with 41½ lb. steel rails. Sál, oak, and chestnut sleepers are in use, but are being gradually renewed with sál only under 41½ lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of gravel. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.
The line has been laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway. In practice the gradients were found to be as steep as 1 in 70, and not one bridge on the road would carry the rolling-stock, hence all have had to be strengthened.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railways Act, IX of 1890. The contract, which was executed on the 1st August 1895 will be found in Appendix J to Part II of the Railway Administration Report for 1895-96. Construction commenced on the 1st January 1896. In December 1897, the terms for the construction of the Barsi Road-Pandharpur extension were accepted by the Barsi Light Railway Company, and orders issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up as a measure of Famine Relief.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, but some important culverts and various minor bridges, the longest of which is 9 spans of 19 feet 6 inches at Gujerpore near Amta. The sharpest curve, sanctioned specially for the Town of Howrah, is of 144 feet radius, and the ruling gradient 1 in 100. All these grades are on the approaches to canal bridges requiring plenty of headway for boats, and none of them are over 600 feet in length. The line will be ballasted throughout but not fenced.	The line has been constructed by the Bengal District Road Tramways Company, Limited. It was sanctioned for construction in March 1895. The line with occasional diversions, the longest of which are one ¾ of a mile long in the 3rd mile and another of 3 miles from Bárgachia to Munshir Hát 16th to 19th miles, follows the Howrah-Amta road. At Bárgachia there is a branch line to Jagatbálabpur laid upon the main road. The District Board of Howrah have guaranteed a subsidy of ₹850 per mile per annum.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXXVI	**Howrah-Sheakhalla—**		
	2′ 6″ GAUGE.		
	Kadamtolla* junction with the Howrah-Amta tramway, 1·87 miles from Telkul ghât (Howrah) to Sheakhalla . 17 38		Kadamtolla to Chanditolla . 2-8-97 8·88 Chanditolla to Kistrampur . 10-9-97 3·75 Kistrampur to Sheakhalla . 7-11-97 4·75
			17 38
	Chanditolla to Jonai (*Branch*) . . 2·37		Chanditolla to Jonai (Branch) . 5-5-98 2·37
		19·75	TOTAL OPEN MILEAGE . 19·75
LXXXVII	**Tárakeshwar-Magra—**		
	2′ 6″ GAUGE.		
	Tárakeshwar (terminus of the Tarkessur rail way) to Magra, a station on the East Indian railway	31·12	Tárakeshwar to Basua . 7-11-94 12·50 Basua to Magra . . 8-3-95 18·62
			TOTAL OPEN MILEAGE . 31·12
LXXXVIII	**Tezpur-Bálipárá—**		
	2′ 6″ GAUGE.		
	Tezpur ghât to Bálipárá	20·10	Tezpur ghât to Bindukuri— For goods traffic . . 9-8-94 } 8·10 For passenger traffic . 1-9-95 } Bindukuri to Bálipárá . 1-9-95 12·00
			TOTAL OPEN MILEAGE . 20·10
LXXXIX	**Kalka-Simla—**		
	2′ 0″ GAUGE.		
	Kalka to Simla	68·00	
XC	**Ránaghat-Krishnagarh—**		
	2′ 6″ GAUGE.		
	Right bank of the Churni river (Aistalaghat) near Ránaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal State railway to the left bank of the river Jalangi at Krishnagarh	20·25	
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)	293·59	172·34

* Excluding the Howrah-Kadamtolla section of the Howrah-Amta railway worked over.

D—*continued.*

progress on the 31st March 1899.

COMPANIES. Special gauges.

Details of construction.	REMARKS.
The permanent-way consists of steel rails, Vignole's pattern, 25lb. to the yard, laid on cross sleepers of pynkado. There are no large bridges, and the ruling gradient (only on bridge approaches) is 1 in 100, and the sharpest curves, sanctioned specially for Howrah town, are of 144 feet radius. The line will be ballasted throughout but not fenced.	The line was sanctioned for construction in March 1895. It has been constructed by the Bengal District Road Tramways Company, Limited. The line follows the Howrah-Sheakhalla road. At Chanditollah there is a branch line to Jonai laid along the main road. The District Board have guaranteed a subsidy of R800 per mile per annum.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops arches, and stoneware pipes. The line is partially fenced. There are no gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2·50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The permanent-way consists of flat-bottomed steel rails weighing 30lb. to the yard, laid on wooden sleepers 2,200 to the mile. The line is unballasted and is single throughout The ruling gradient is 1 in 125 of which there are 4 in number aggregating 1·10 miles. The narrowest curves between stations are two of 500 feet radius on the first mile for lengths of 294 feet and 450 feet respectively. In station yards the minimum radius is 00 feet.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894 and the final Tramway Order was gazetted on the 1st June 1895.
The permanent-way will consist of 25lb. steel rails, Vignole's pattern, and cross sleepers of pynkado, 9 per rail of 24 feet. The old embankment of the Ranaghat-Bhagwangola railway started as a famine relief work will be utilized as far as possible. There are no bridges of over 20 feet span, but some of them are very high so as to provide plenty of waterway during the floods. The sharpest curve is of 600 feet radius and the ruling gradient 1 in 300. The line will be ballasted throughout but not fenced.	The line is being constructed by the Ránaghat-Krishnagarh Tramway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long, to be constructed by the Eastern Bengal State railway on the standard gauge, will run from the Ránaghat station to the left bank of the Churni and connect with the tramway.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XCI	**The Gaekwar's Dabhoi—**		Miles.		
	2′ 6″ GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi	20·00		Miyágám to Dabhoi . . 8-4-73	20·00
	Dabhoi to Báhádarpur	9·64		Dabhoi to Chándod . . 15-4-79	10·62
	Báhádarpur to Bodeli	12·77		Dabhoi to Báhádarpur . . 17-9-79	9·64
	Dabhoi to Chándod	10·62		Dabhoi to Goya Gate . . 1-7-80	18·63
	Dabhoi to Vishvámitri	18·63		Goya Gate to Vishvámitri . 24-1-81	
	Vishvámitri to Padra	7·14		Báhádarpur to Bodeli . . 16-6-90	12·77
				Vishvámitri to Padra . . 1-7-97	7·14
			78·80	TOTAL OPEN MILEAGE .	78·80
XCII	**Rajpipla—**				
	2′ 6″ GAUGE.				
	Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viá* Raj-Párdi to Nandod			Anklesvar to Raj-Párdi . 1-7-97	19·03
				Raj-Párdi to Umalla . . 19-1-99	4·95
			37·32	TOTAL OPEN MILEAGE .	23·98
XCIII	**Rewah—**				
	2′ 6″ GAUGE.				
	Rewah to Sutna		31·81		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (SPECIAL GAUGE) .		147·93		102·78

D—*continued.*

progress on the 31st March 1899.

AND WORKED BY COMPANIES.

Special gauge

Details of construction.	REMARKS.
The line was originally laid with iron rails weighing 30lb. to the yard for 20 miles, and with steel rails weighing 30lb. and 31lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 11·30 miles having been renewed with 31lb. steel rails. The line from Vishvamitri to Padra is laid with 31 lb. steel rails and wooden sleepers with sand ballast. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet, 30-feet spans each and one of 3 spans of 60 feet warren girders. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no fencing, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or less. The length and situation of the ruling gradients are as under:	The dates of orders for survey and construction are as follow: Miyágam to Dabhoi . . 17-4-69 (survey) 21-3-72 (construction) Dabhoi to Chándod and Báhádarpur . . . . . 6-6-77 27-11-77 Dabhoi to Baroda . . . July 77 29-1-79 The line is the property of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. The section from Vishvámitri to Padra, 7·14 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. Work commenced in March 1896 and was completed in June 1897.

SECTION OF LINE.	Ruling gradient.	No. of gradients.	Length of gradients.
			Miles.
Miyagam-Dabhoi section .	1 in 475	2	1·93
Dabhoi-Bahadarpur section .	1 in 300	1	0·85
Bahadarpur-Bodeli section .	1 in 300	1	0·34
Dabhoi-Chandod section .	1 in 500	2	0·61
Dabhoi-Vishvamitri section .	1 in 400	1	0·38
Vishvamitri-Padra section .	1 in 200	2	0·58

The length and situation of curves under a radius of 1,000 feet are shown below:

Section of line.	Length of curve.	Radius of curve.
	Feet.	Feet.
Vishvámitri-Dabhoi—		
(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—		
(Between 18 and 20 miles from Vishvámitri) . . .	956	500·00
Báhádarpur-Bodeli—		
(Between 29 and 30 miles from Vishvámitri)	702	700·00
Vishvamitri-Padra—		
(Between 0 and 1 mile from Vishvamitri)	219	500
(Between 4 and 5 miles from Vishvamitri)	422	955

This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found in Appendix AA to Part II of the Railway Administration Report for 1897-98.

The line is laid with 41½lb iron rails on half round jungle teak sleepers with sand ballast. The width at formation level is 12 feet. There is one bridge of 5 spans and one of 4 spans of 60 feet, three of 2 spans of 60 feet each, one of 2 spans of 40 feet, beside a large number of minor bridges.
There are no bridges specially constructed for cart traffic, but carts use some of the nullahs to pass under the line.
There is no fencing except in the station yards.
There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.
The ruling gradient is 1 in 150, of which there are 5 in number, aggregating 4·43 miles in length, on the open line

This line is owned by the state of Rajpipla, but constructed, worked and maintained by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix CC to Part II of the Railway Administration Report for 1897-98.
Orders for the survey of the line issued in April 1893, and the construction of the section from Anklesvar to Raj-Párdi was provisionally sanctioned in October 1894. Work commenced in April 1895 and was completed in June 1897.
The Raj-Párdi-Nandod section was sanctioned for construction in February 1898.

The ruling gradient is 1 in 73 of which there are two in number aggregating 0·83 mile in length.

Nearly three-fourths of the earthwork was carried out under the relief work system.
The earthwork was stopped when the famine operations ceased. Plans for culverts and bridges have been prepared. Drawings for the permanent-way are under consideration by the East Indian Railway authorities

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED BY NATIVE STATE AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XCIV	**Cooch Behar—**		
	2′ 6″ GAUGE.		
	Gitaldaha (on the left bank of the Dharla river opposite Mogalhát) to the town of Cooch Behar . . . 22·72		Gitaldaha to Manshahi junction— For goods traffic . . 15-9-93 } 19·00 For passenger traffic . 1-3-94 }
	Cooch Behar to Alipur (Cooch Behar-Santrabari extension, Native state section) . . . . . 11·50		Manshahi junction to the town of Cooch Behar . 15-12-98 3·22
		34·22	TOTAL OPEN MILEAGE. 22·22
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	34·22	22·22

D—*continued.*

progress on the 31st March 1899.

WORKED BY STATE RAILWAY AGENCY. Special gauge.

Details of construction.	REMARKS.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. The rails are flat-footed steel, 25lb. to the yard, and are laid on pynkado sleepers with sand ballast. The bridges, except three arched culverts, are of brickwork with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal State railway. An extension of the Cooch Behar line to the town of Cooch Behar, 3·72 miles in length, was sanctioned for construction in August 1895 and work commenced in January 1897. The survey of the Cooch Behar-Alipur section was ordered in January 1896 and final survey made in September of that year. Construction was sanctioned in December 1897 and work started in January 1898.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles	Miles.
XCV	Morvi—		*Main line*—
	2′ 6″ GAUGE.		Wadhwán to Dolia . 11-3-86 24·00
	Main line—		Dolia to Vánkáner . 20-11-86 27·51
	Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] *viâ* Vánkáner to Morvi . . . 67·21		Vánkáner to Morvi . 24-3-87 13·70
			68·50
	Branch—		*Rájkot branch*—
	Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (*Rájkot branch*) . 25·86	93·07	Vánkáner to Rájkot . 1-1-90 25·25
			Extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway . . . 6-8-94 0·61
			25·86
			TOTAL OPEN MILEAGE . 93·07
XCVI	Gwalior-Light—		
	2′ 0″ GAUGE.		
	Gwalior to Sipri . . . . 72·96		
	Gwalior to Bhind . . . . 44·33*		
		117·29	
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (SPECIAL GAUGE) . . .	210·36	93·07

* Excluding 8·00 miles of His Highness the Maharajah of Scindia's private line.

D—*continued.*

progress on the 31st March 1899.

BY NATIVE STATES.

Special gauge.

Details of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29lb. and 41¼lb. rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are: 19lb. rails . . . 21·50 miles. 29 „ „ . . . 51·25 „ 41¼ „ „ . . . 21·61 „ 94·36 On the Rájkot branch, from Rájkot station to mile 58 (Sindhávadarí), 18 miles of 19lb. rails have, with a view to eventual conversion, recently been replaced by 41¼lb. metre gauge rails on creosoted pine sleepers and 3 additional miles of 41¼lb. rails have been laid to mile 55. During the year 343 steel 11lb. sleepers for 19lb. rails have been renewed on the main line between Wadhwán and Dolia, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41¼lb. to the yard, on creosoted pine sleepers of that gauge. The ruling gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below:	Sanction was given on the 14th December 1883 to the construction of a line which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
Wadhwán to Dolia—(Between 0 and 24 miles from Wadhwán)	Miles. 1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—(Between 24 and 51·75 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi—(Between 51·75 and 68·50 miles)	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot—(Between 0 and 25·25 miles from Vánkáner)	0·62	„ „ 500 to 800 „

The Gwalior-Sipri line will for the most part be laid on the berm of the Grand Trunk, Agra-Bombay Road, but at parts a new alignment is necessitated by the very heavy ghâts. The total rise, Gwalior to Sipri, is some 1,000 ft. Existing road bridges are made use of where possible. The ruling gradient is 1 in 40, and the sharpest curve in station yards 200 feet radius. The sharpest curve out of stations is 400 feet radius and this occurs but seldom, and not on the limiting grade. The formation width of banks is 10 feet and in cutting 13 feet. The permanent-way will consist of 30lb. steel rails laid on 41lb. steel trough sleepers, Indian State Railway pattern. The line will be ballasted throughout.	The line was sanctioned for construction in March 1897 as a famine work. The works are well forward, and rails linked in close on to Mohona, some 40 miles.
The Gwalior-Bhind section is an extension of His Highness the Maharajah of Scindia's private line, 8 miles of which are made use of. The country is easy and bridging light. The ruling grade is 1 in 144 and the sharpest curve out of stations 955 feet radius. The formation width of banks is 10 feet and in cutting 13 feet. The permanent-way will consist of 30lb. flatfooted steel rails laid on sál sleepers. The line will be ballasted throughout.	Work on this section was started as famine relief in March 1897. The rails were laid into Bhind in February 1899.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.
	Powayan—			
	2′ 6″ GAUGE.			
	Sháhjahánpur (310·00 miles from Moghal Sarai on the Oudh and Rohilkhand railway) to Powayan, and thence to Mailáni on the Rohilkund and Kumaon railway . .	39·50	Sháhjahánpur to Powayan . 17-6-90 Powayan to Khotar . . 19-5-91 Khotar to Mailáni . . 22-12-94	17·00 14·00 8·50
			TOTAL OPEN MILEAGE .	39·50
	Dandot colliery—			
	2′ 0″ GAUGE.			
	Dandot station on the Khewra branch of the North Western State railway to the mouth of the main mine . 1·89		Dandot station to the mouth of the main mine (open for coal traffic only) 5-7-89	1·89
	Head of middle incline to shaft No. 10 of outcrop mine . . . . 1·29		Head of middle incline to shaft No. 10 of outcrop mine . 1-7-93	1·29
	Head of upper incline to Pidh coal platform . . . . . 3·00		Head of upper incline to Pidh coal platform . . . 6-6-95	3·00
		6·18	TOTAL OPEN MILEAGE .	6·18

D—*continued.*

constructed and in progress on the 31st March 1899.

Special gauges.

Details of construction.	REMARKS.
The rails are flat-bottomed steel, weighing 25lb. to the yard, laid on wooden sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet. The line runs as far as Khotar alongside the public road, thence through forest lands up to Mailáni where it joins the Rohilkund and Kumaon railway.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall, Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.
The line is partly a double and partly a single track. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked by steel wire ropes by combined gravity and steam power. The grades on the inclines vary from 1 in 2·30 to 1 in 17, with minimum curves of a radius of 60 feet. The second section contains a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The Pidh extension is of the same construction and grading as the tramway from head of incline to 10 south outcrop mine, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:	This tramway has been constructed by the North Western State railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
1/50 and less.	1/50 to 1/70.	1/70 to 1/100.	Length.	Radii.	
Miles. (a) 2·46	Mile. 0·06	Miles. ...	Miles. 1·36	Varying from 74 to 450 feet.	

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
	Cherra-Companyganj—		
	2′ 6″ GAUGE.		
	Companyganj to Thariághât . . 7·50		Companyganj to Thariághât . 16-6-86 7·50
	Thariághât to Komora limestone quarry 0·50		Thariághât to Komora limestone quarry . . . 1-1-90 0·50
		8·00	TOTAL OPEN MILEAGE . 8·00
	Thatôn-Duyinzáik—		
	2′ 6″ GAUGE.		
	Thatôn to Duyinzáik on the Donedamie river	7·76	Thatôn to Duyinzáik . . 11-2-85 7·76
	Calicut—*	11·28	

* Gauge not known.

D—*concluded.*

constructed and in progress on the 31st March 1899.

Special gauges.

Details of construction.	REMARKS.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. With the exception of 0·50 mile near Therria laid with wooden sleepers, the sleepers are steel, having a central corrugation with the convexity laid downwards. The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail of 21 feet. The line from Thariághât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is 1 in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. There are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.	The line was severely damaged by the earthquake of 12th June 1897, and was closed for traffic for about eighteen months. It was opened for goods traffic as a fair weather surface line on 23rd December 1898.
The rails are steel, Vignole's section; the sleepers are of steel and wood. There are no large bridges. The line is ballasted. An aggregate length of 4,500 feet is situated on a grade of $\frac{1}{61}$ to $\frac{1}{80}$, and of 3,830 feet on a grade of $\frac{1}{81}$ to $\frac{1}{100}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. The Local Government originally guaranteed in 1883 a subsidy of R8,100 per annum for three years, but the amount was reduced from 11th February 1888 to R6,000 per annum. On the 11th August 1894 the payment of this subsidy ceased altogether. The line now receives a subsidy of R100 per month.
	The line was sanctioned on the 1st November 1898 and its construction is being carried out by Messrs. Parry and Company.

APPENDIX

Statement showing the distribution by provinces of the mileage

PROGRESS.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	29·03	203·11	1,582·98	1,007·22	2·22	853·94	...	...
In progress	...	...	175·60	144·58	60·08	55·02	...	...
Total length sanctioned	29·03	203·11	1,758·58	1,151·80	62·30	908·96	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	696·68	...	368·94	1,062·23	1,656·86	...	...	...
In progress	4·55	...	12·90	87·05	179·96	...	...	...
Total length sanctioned	701·23	...	381·84	1,149·28	1,836·82	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766·22	1,086·91	...	...	...	392·14	...	...
In progress	64·06	69·12	...	...	...	...	...	...
Total length sanctioned	830·28	1,156·03	...	...	...	392·14	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	35·91	22·23	...	581·76	...	...	...
In progress	...	120·34	78·83	32·05	0·79	...	...	...
Total length sanctioned	...	156·25	101·06	32·05	582·55	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	11·13	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	13·35	...	...	...	11·13	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·94	...	...	...
In progress	...	...	...	...	80·32	...	...	...
Total length sanctioned	...	...	...	...	188·26	...	...	...
TOTAL.								
Opened for traffic	1,491·93	1,339·28	1,974·15	2,069·45	2,348·78	1,257·21	...	...
In progress	68·61	189·46	267·33	263·68	321·15	55·02	...	...
Total length sanctioned	1,560·54	1,528·74	2,241·48	2,333·13	2,669·93	1,312·23	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1899.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,190·83
...	...	...	...	...	...	...	...	...	...	...	435·28
1·75	...	19·59	490·99	...	...	...	...	...	...	...	4,626·11
...	...	...	...	416·31	691·91	...	...	...	...	...	4,892·93
...	...	...	...	...	5·30	...	...	...	...	...	289·76
...	...	...	...	416·31	697·21	...	...	...	...	...	5,182·69
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,588·12
...	...	...	...	...	...	...	...	...	...	...	133·18
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,721·30
...	...	3·65	...	...	...	...	...	...	...	...	643·55
...	...	...	...	...	...	...	...	...	...	...	232·01
...	...	3·65	...	...	...	...	...	...	...	...	875·56
330·13	10·00	...	252·73	...	...	...	12·99	...	...	...	630·33
...	...	51·67	21·96	...	...	...	...	...	...	...	73·63
330·13	10·00	51·67	274·69	...	...	...	12·99	...	...	...	703·96
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	80·32
...	...	...	...	...	...	...	...	15·92	...	...	204·18
466·80	66·03	23·24	743·72	416·31	691·91	...	164·89	15·92	...	...	13,069·62
...	...	51·67	21·96	...	5·30	...	...	...	...	...	1,244·18
466·80	66·03	74·91	765·68	416·31	697·21	...	164·89	15·92	...	...	14,313·80

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,540·25	785·07	615·12	1,159·79	366·78	33·10	243·83	936·08
In progress	4·49	...	161·00	33·00	...	...	321·31	346·42
Total length sanctioned	1,544·74	785·07	776·12	1,192·79	366·78	33·10	565·14	1,282·50
STATE LINES WORKED BY THE STATE.								
Opened for traffic	...	...	564·39	79·60	...	...	...	...
In progress	...	...	24·95	...	...	...	...	...
Total length sanctioned	...	...	589·34	79·60	...	...	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	54·59	92·26	53·92	...	...	85·00	...
In progress	16·81	...	198·19	...	...	...	...	...
Total length sanctioned	16·81	54·59	290·45	53·92	...	...	85·00	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	121·70	...	...	...	...	...	...
In progress	65·00	32·00	...	...	...	...	...	...
Total length sanctioned	65·00	153·70	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic	4·81	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	4·81	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,545·06	961·36	1,271·77	1,293·31	366·78	33·10	328·83	936·08
In progress	6·30	32·00	384·14	33·00	...	...	321·31	346·42
Total length sanctioned	1,631·36	993·36	1,655·91	1,326·31	366·78	33·10	650·14	1,282·50

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1899.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	6,890·70
...	...	...	...	...	...	...	...	...	...	...	866·22
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	7,756·92
...	...	...	...	...	...	...	...	...	...	...	643·99
...	...	...	...	...	69·06	...	...	...	...	...	94·01
...	...	...	...	...	69·06	...	...	...	...	...	738·00
...	...	...	...	...	...	...	...	...	...	...	285·77
...	...	...	...	...	...	...	...	...	...	...	215·00
...	...	...	...	...	...	...	...	...	...	...	500·77
...	66·60	...	...	...	...	...	...	...	...	...	188·30
352·28	38·52	...	...	...	...	...	...	...	...	...	487·80
352·28	105·12	...	...	...	...	...	...	...	...	...	676·10
...	...	466·86	...	...	...	455·18	...	...	...	...	922·04
...	...	295·79	...	...	...	...	...	...	...	...	295·79
...	...	762·65	...	...	...	455·18	...	...	...	...	1,217·83
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
34·37	362·60	1,113·36	233·81	...	...	455·18	...	...	51·00	17·44	9,004·05
352·28	38·52	295·79	...	...	69·06	...	...	...	...	...	1,958·82
386·65	401·12	1,409·15	233·81	...	69·06	455·18	...	...	51·00	17·44	10,962·87

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY COMPANY.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	56·67	...	...
Total length sanctioned	...	...	...	...	...	56·67	...	...
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	28·50	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	28·50	...
ASSISTED COMPANIES.								
Opened for traffic	...	15·52	130·49	...	...	...	20·10	...
In progress	...	33·00	20·25	...	68·00	...	...	...
Total length sanctioned	...	48·52	150·74	...	68·00	...	20·10	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	102·78	...	...	...	...	...	...
In progress	...	13·34	...	...	...	...	...	...
Total length sanctioned	...	116·12	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	22·22	...	...	...	...	...
In progress	...	...	12·00	...	...	...	...	...
Total length sanctioned	...	...	34·22	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	118·30	152·71	...	...	...	48·60	...
In progress	...	46·34	32·25	...	68·00	56·67	...	...
Total length sanctioned	...	164·64	184·96	...	68·00	56·67	48·60	...
TOTAL ALL RAILWAYS.								
Opened for traffic	3,036·99	2,418·94	3,398·63	3,362·76	2,715·56	1,290·31	377·43	936·08
In progress	154·91	267·80	683·72	296·68	389·15	111·69	321·31	346·42
Total length sanctioned	3,191·90	2,686·74	4,082·35	3,659·44	3,104·71	1,402·00	698·74	1,282·50
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	...	39·50	6·18	...	8·00	7·76
In progress	11·28	...	...	...	...	...	...	...
Total length sanctioned	11·28	...	...	39·50	6·18	...	8·00	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1899.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	56·67
...	...	...	...	...	...	...	...	...	...	...	28·50
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	28·50
6·23	...	...	...	...	...	...	...	...	...	...	172·34
...	...	...	...	...	...	...	...	...	...	...	121·25
6·23	...	...	...	...	...	...	...	...	...	...	293·59
...	...	...	...	...	...	...	...	...	...	...	102·78
...	...	...	31·81	...	...	...	...	...	...	...	45·15
...	...	...	31·81	...	...	...	...	...	...	...	147·93
...	...	...	...	...	...	...	...	...	...	...	22·22
...	...	...	...	...	...	...	...	...	...	...	12·00
...	...	...	...	...	...	...	...	...	...	...	34·22
...	...	...	...	...	...	93·07	...	...	...	...	93·07
...	...	...	117·29	...	...	...	...	...	...	...	117·29
...	...	...	117·29	...	...	93·07	...	...	...	...	210·36
6·23	...	...	...	...	...	93·07	...	...	...	...	418·91
...	...	...	149·10	...	...	...	...	...	...	...	352·36
6·23	...	...	149·10	...	...	93·07	...	...	...	...	771·27
507·40	428·63	1,136·60	977·53	416·31	691·91	548·25	164·89	15·92	51·00	17·44	22,492·58
352·28	38·52	347·46	171·06	...	74·36	...	...	...	...	...	3,555·36
859·68	467·15	1,484·06	1,148·59	416·31	766·27	548·25	164·89	15·92	51·00	17·44	26,047·94
...	...	...	...	...	...	...	...	...	...	...	61·44
...	...	...	...	...	...	...	...	...	...	...	11·28
...	...	...	...	...	...	...	...	...	...	...	72·72

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	Native states traversed.	Commences at			Ends at			Intermediate length.	
		Names of states.	Distance from Naini junction.		Nearest railway station.	Distance from Naini junction.		Nearest railway station.		
	STANDARD GAUGE.		Miles.	Feet.		Miles.	Feet.		Miles.	Feet.
I	East Indian	Rewah*	24	3,435	Shiurájpur	29	4,130	Shiurájpur	5	695
		Rewah*	39	575	Bargarh	42	872	Bargarh	3	297
		Rewah*	42	3,512	Bargarh	47	342	Dabhaura	4	2,110
		Rewah*	93	4,823	Jaitwár	108	1,101	Sutna	14	1,558
		Baraundha	79	1,981	Majhgawán	79	5,650	Majhgawán	...	2,669
		Kothi*	79	4,650	Majhgawán	81	571	Majhgawán	1	1,201
		Kothi*	85	4,036	Majhgawán	86	3,461	Majhgawán	...	4,705
		Sohawal*	81	571	Majhgawán	83	1,850	Majhgawán	2	1,279
		Sohawal*	96	3,461	Majhgawán	91	3,016	Jaitwár	4	4,835
		Panna*	83	1,850	Majhgawán	85	4,036	Majhgawán	2	2,186
		Nagode*	91	3,016	Jaitwár	93	4,823	Jaitwár	2	1,807
		Nagode*	108	1,101	Sutna	123	5,239	Unchehra	15	4,138
		Maihar*	123	5,239	Unchehra	156	2,385	Jukehi	32	2,426
								Total	89	3,506
			Distance from Nágpur junction.			Distance from Nágpur junction.				
III	Bengal-Nágpur	Khairagarh	114	3,871	Bortaláo	134	1,705	Musrá	24	3,114
		Nándgaon	139	1,705	Musrá	258	2,747	Muripár	19	1,042
		Sakti	302	...	Bárádúár	311	2,560	Sakti	9	2,560
		Raigarh	311	2,560	Sakti	349	3,841	Jamga	38	1,281
		Gángpur	349	3,841	Jamga	365	3,648	Belpahár	15	5,087
		Gángpur	397	...	Bágdehi	403	204	Bámra	6	204
		Gángpur	419	615	Gárpos	463	2,500	Jaraikela	44	1,885
		Bámra	403	204	Bámra	419	615	Gárpos	16	411
		Sarikela	514	1,400	Amda	541	2,076	Kandra	7	676
	Katni branch	Rewah	329	3,874	Khairi	430	3,939	Chandia	101	65
			Distance from Khargpur.			Distance from Khargpur.			282	485
	Sini-Khargpur section	Seraikela	84	2,820	Kalimati	99	2,690	Sini	14	5,150
			Distance from Barang.			Distance from Barang.				
	Cuttack-Khargpur section	Moharbhanj	132	2,800	Baripada	133	900	Moharbhanj	...	3,380
		Moharbhanj	135	420	Moharbhanj	135	1,740	Moharbhanj	...	1,320
		Moharbhanj	135	2,500	Moharbhanj	135	4,330	Moharbhanj	...	1,830
		Moharbhanj	136	1,820	Moharbhanj	136	4,020	Moharbhanj	...	2,200
									1	3,450
			Distance from Itársi junction.			Distance from Itársi junction.		Total	298	3,805
IV	Indian Midland									
	Bhopal-Jhánsi-Agra section.	Bhopal	56	5,023	Bhopal	86	2,142	Bhilsa	29	2,399
		Gwalior	86	2,142	Bhilsa	116	2,936	Básoda	30	79
		Kurwai	116	2,936	Básoda	117	983	Básoda	...	3,327
		Gwalior	117	983	Básoda	120	2,756	Bágru	3	1,773
		Kurwai	120	2,756	Bágru	122	216	Bágru	1	2,740
		Gwalior	122	216	Bágru	128	2,206	Kalhar	6	1,990
		Bhopal	128	2,206	Kalhar	129	5,206	Bamora	1	3,000
		Kurwai	129	5,206	Bamora	131	3,186	Bamora	1	3,260
		Kurwai	132	4,866	Bamora	137	4,316	Kethora	4	4,730
		Orchha	212	129	Basai	213	3,280	Basai	1	3,160
		Khaniadhána	213	3,280	Basai	217	2,539	Basai	3	4,539
		Datia	248	861	Datia	267	4,990	Dabra	19	4,129
		Gwalior	267	4,990	Dabra	334	1,591	Hetampur	66	1,881
		Dholpur	334	1,591	Hetampur	353	4,745	Saiya	19	3,154
	Jhánsi-Mánikpur section.	Orchha	242	477	Jhánsi	243	2,547	Jhánsi	1	2,070
		Orchha	244	1,097	Jhánsi	246	357	Barwa Ságar	1	4,540
		Orchha	246	3,937	Barwa Ságar	249	2,907	Barwa Ságar	2	4,250
		Orchha	252	437	Barwa Ságar	258	647	Teharka	6	210
		Orchha	258	4,287	Teharka	258	3,587	Teharka	...	300
									202	4,011
	...							Carried over	388	2,011

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at — Distance from Itarsi junction.	Nearest railway station.	Ends at — Distance from Itarsi junction.	Nearest railway station.	Intermediate length.
	STANDARD GAUGE —*continued.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward	388 2,011
							202 4,011
IV	JHANSI-MANIKPUR SECTION—*contd.*	Orchha	260 3,287	Teharka	267 3,467	Teharka	7 180
		Alipura	286 2,217	Harpálpur	290 4,107	Harpálpur	4 1,840
		Alipura	292 3,927	Harpálpur	293 1,517	Harpálpur	... 2,870
		Garauli	300 827	Jaitpur	301 1,327	Jaitpur	1 500
		Chobe Jagir	391 322	Tamlia	396 2,467	Chitrakot	5 2,145
	JHÁNSI-CAWNPORE SECTION.	Samther	263 4,907	Moth	268 1,617	Moth	4 1,990
		Samther	276 4,317	Púnch	279 2,877	Púnch	2 3,840
		Samther	281 767	Púnch	284 3,277	Púnch	3 2,510
	BINA-KATNI SECTION	Panna	267 1,488	Sagoni	273 3,308	Salaia	6 1,820
			Distance from Godhra junction.		Distance from Godhra junction.	TOTAL	238 636
VI	GODHRA-RUTLAM-NÁGDÁ						
	GODHRA TO RUTLAM	Baria	14 1,940	Sunth Road	15 2,400	Sunth Road	1 460
		Baria	15 4,150	Sunth Road	35 1,041	Jékót	19 2,171
		Jhabua	59 2,234	Anás	66 324	Meghnagar	6 3,370
		Bori	66 324	Meghnagar	68 864	Meghnagar	2 540
		Jhabua	68 864	Meghnagar	75 1,404	Bajranggarh	7 540
		Indore	75 1,404	Bajranggarh	83 3,617	Amargarh	8 2,213
		Jhabua	83 3,617	Amargarh	84 4,137	Amargarh	1 520
		Indore	84 4,137	Amargarh	88 544	Bamnia	3 1,687
		Jhabua	88 544	Bamnia	91 2,534	Bhairongarh	3 1,990
		Sailana	91 2,534	Bhairongarh	107 3,059	Marwani	16 525
		Rutlam	107 3,059	Marwani	115 735	Rutlam	7 2,956
			Distance from Rutlam.		Distance from Rutlam.		76 1,132
	RUTLAM TO NÁGDÁ	Rutlam	... ...	Rutlam	... 4,464	Rutlam	... 4,464
		Sailana	... 4,464	Rutlam	1 5,234	Rutlam	1 770
		Rutlam	1 5,234	Rutlam	4 75	Bangrod	2 121
		Sailana	4 75	Bangrod	6 4,645	Bangrod	2 4,570
		Gwalior	6 4,645	Bangrod	26 11	Nágdá	19 646
			Distance from Dhond junction.		Distance from Dhond junction.		26 11
VIII	DHOND-MANMÁD	Hyderabad	105 3,432	Puntámba	107 2,145	TOTAL	102 1,143
			Distance from Kurrachee.		Distance from Kurrachee.	Samvatsar	1 3,993
XII	NORTH WESTERN	Patiála	951 1,250	Sáhahwál	955 1,700		
		Patiála	956 2,800	Doráha	957 1,850	Doráha	4 450
		Patiála	963 400	Chawa	964 2,350	Chawa	... 4,330
		Patiála	969 3,830	Khanna	979 4,069	Khanna	1 1,950
		Nábha	970 4,069	Khanna	970 5,080	Sirhind	1 239
		Patiála	970 5,080	Sirhind	1,002 3,800	Sirhind	... 1,011
		Kapurthala	882 3,803	East bank, Beas	893 1,133	Umballa City	31 4,000
		Kapurthala	910 509	Jullundur Cantonment	921 918	Hamira	10 2,610
		Bahawalpur*	407 1,668	Dhandi	554 3,777	Phagwara	11 409
						Adamwahan bridge	147 2,109
			Distance from Kiamari.		Distance from Kiamari.		208 1,268
	KOTRI-ROHRI CHORD LINE.	Khairpur	294 422	Rohri	293 1,584		
		Khairpur	289 1,056	Begmanji	248 3,115	Rohri	... 4,118
		Khairpur	214 1,795	Bandhi	215 4,382	Mehrabpur	40 3,221
	PISHIN SECTION	Kalat	359 4,171	Jhatput	444 1,795	Bandhi	1 2,587
	MUSHKAF-BOLAN LINE.	Kalat	455 4,540	Nari Bank	464 4,065	Mithri	84 2,904
		Kalat	517 ...	Kolpur	532 3,960	Mushkaf	8 4,805
						Sariab	15 3,960
			Distance from Moghal Sarai, *viâ* chord.		Distance from Moghal Sarai, *viâ* chord.	TOTAL	152 475
							360 1,743
XIV	OUDH AND ROHILKHAND.	Rámpur	364 2,842	Mungra	365 822	Mungra	... 3,260
		Rámpur	365 3,232	Milak	384 1,567	Rámpur	18 3,615
			Distance from Bombay.		Distance from Bombay.	TOTAL	19 1,595
XIX	GREAT INDIAN PENINSULA.	Akalkot*	298 4,257	Tilate	315 2,970	Boroti	16 3,993
		Kurundvád*	315 2,970	Boroti	324 478	Dudhni	8 2,788
		Hyderabad	324 468	Dudhni	442 236	Ráichúr	117 5,048
		Hyderabad	300 1,402	Khámkhed	452 825	Pulgaon	151 4,703
						TOTAL	295 692
						Carried over	1,405 1,253

* The lands occupied by the North Western State, Great Indian Peninsula, and Bombay, Baroda and Central India railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

† Not known.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Bombay.	Commences at: Nearest railway station.	Ends at: Distance from Bombay.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XX	BOMBAY, BARODA AND CENTRAL INDIA					Brought forward .	1,405 1,253
	BOMBAY TO AHMEDABAD.	Baroda* . .	134 2,290	Bilimora .	137 3,855	Amalsád . .	3 1,565
		Baroda* . .	137 5,157	Amalsád .	138 2,797	Amalsád . .	... 2,920
		Sachin* . .	142 2,230	Amalsád .	143 4,676	Vedcha . .	1 2,446
		Baroda* . .	148 1,942	Navsári .	156 2,134	Sachin . .	8 192
		Sachin* . .	156 2,134	Sachin . .	160 4,446	Sachin . .	4 2,312
		Baroda* . .	177 1,994	Sáyan . .	177 2,657	Sáyan . .	... 663
		Baroda* . .	182 4,237	Kim . .	190 2,344	Pánoli . .	7 3,387
		Baroda* . .	217 4,285	Pálej . .	218 3,980	Pálej . .	... 4,975
		Baroda* . .	219 4,898	Pálej . .	258 3,140	Vásad . .	38 3,522
		Baroda* . .	286 1,296	Nadiád . .	287 3,261	Mehmadabad .	1 1,965
	AHMEDABAD TO WADHWÁN.	Bajána . .	357 3,960	Sábli Road .	359 1,760	Sábli Road .	1 3,080
		Bajána . .	360 1,795	Sábli Road .	366 3,510	Lilápur Road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur Road .	366 3,750	Lilápur Road.	... 240
		Lakhtar . .	369 4,240	Lilápur Road .	378 4,170	Lakhtar . .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar . .	389 3,020	Wadhwán . .	10 4,130
							94 1,362
			Distance from Viramgám junction.		Distance from Viramgám junction.		
	PÁTRI BRANCH .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Bajána . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
							13 3,781
			Distance from Madras.		Distance from Madras.		
XXI	MADRAS SOUTH-WEST LINE—					TOTAL .	107 5,143
	BANGALORE BRANCH	Mysore . .	163 3,802	Bisanatham .	219 1,941	Bangalore City .	55 3,479
	NORTH-WEST LINE	Hyderabad . .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
						TOTAL .	72 2,559
			Distance from Delhi.		Distance from Delhi.		
XXII	DELHI-UMBALLA-KALKA.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,220	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,250	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	5 5,079
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	... 1,990
						TOTAL .	21 551
			Distance from Kiámári.		Distance from Kiámári.		
XXIV	SOUTHERN PUNJAB (DELHI-SAMASATA).	Bhawalpur .	545 3,150	Samasata .	699 1,060	Sujjawalpur .	154 3,190
		Bikanir . .	699 1,000	Sujjawalpur .	702 4,500	Sujjawalpur .	3 3,440
		Patiala . .	749 325	Gadarbaha .	768 3,415	Kot Fateh .	20 3,090
		Patiala . .	771 1,495	Kot Fateh .	800 430	Budhlada .	28 4,215
		Patiala . .	810 80	Bareta . .	819 4,570	Jakhal . .	9 4,490
		Patiala . .	820 1,400	Jakhal . .	822 2,430	Jakhal . .	2 1,030
		Patiala . .	823 4,540	Jakhal . .	824 740	Jakhal . .	... 1,480
		Patiala . .	833 1,270	Tohana .	861 4,700	Jhind . .	28 3,430
		Jhind . .	863 1,840	Jhind . .	888 2,345	Karainthi . .	25 505
	NARWANA-KAITHAL BRANCH.	Patiala . .	846 1,970	Narwana .	864 2,930	Kaithal . .	18 960
			Distance from Khankra Khari.		Distance from Khankra Khari.		
XXV	TAPTI VALLEY (KHANKRA KHARI TO VYARA).					TOTAL .	291 4,710
		Sachin . .	...	Kankra Khari .	... 1,700	Kankra Khari .	... 1,700
		Sachin . .	1 2,400	Kankra Khari .	2 1,270	Kankra Khari .	... 4,150
		Baroda . .	2 1,270	Kangra Khari .	2 3,600	Kankra Khari .	... 2,330
		Sachin . .	2 3,600	Kankra Khari .	3 2,100	Chalthan . .	... 3,780
		Baroda . .	3 2,100	Chalthan .	16 600	Bardoli . .	12 3,780
		Baroda . .	17 450	Bardoli .	20 750	Bardoli . .	3 300
		Baroda . .	29 3,400	Madhi . .	36 ...	Vyara . .	6 1,880
						TOTAL .	24 2,080
						Carried over .	1,923 456

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Jalamb junction.	Commences at: Nearest railway station.	Ends at: Distance from Jalamb junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*concld.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
	BOMBAY, BARODA AND CENTRAL INDIA—*concld.*					Brought forward	1,923 456
XXVIII	KHÁMGAON	Hyderabad	...	Jalamb	7 2,889	Khámgaon	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXIX	AMRÁOTI	Hyderabad	...	Badnera	5 2,300	Amráoti	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction.		
XXX	BÍNA-GOONA	Gwalior	157 652	Mangavali	216 5,012	Goona	59 4,360
			Distance from Itársi.		Distance from Itársi.		
XXXI	BHOPAL-UJJAIN	Bhopal	56 5,023	Bhopal	89 198	Parbáti	32 455
		Gwalior	89 198	Parbáti	147 2,498	Maksi	58 2,300
		Indore	147 2,498	Maksi	157 1,398	Tajpur	9 4,180
		Dewas (senior)	157 1,398	Tajpur	159 1,048	Tajpur	1 4,930
		Gwalior	159 1,043	Tajpur	170 5,078	Ujjain	11 4,030
						TOTAL	114 55
			Distance from Itársi junction.		Distance from Itársi junction.		
XXXII	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Bhopal	13 660	Hoshangabad	56 5,023	Bhopal	43 4,363
			Distance from Wádi junction.		Distance from Wádi junction.		
XXXIII	THE NIZAM'S GUARANTEED STATE.	Hyderabad	...	Wádi	312 4,893	Gangineni	312 4,893
		Hyderabad	111 2,800	Husain Ságar	115 280	Hyderabad	3 2,760
		Hyderabad	254 4,481	Dornakal	271 1,754	Mineral terminus	16 2,553
						TOTAL	332 4,926
			Distance from Ratlam.		Distance from Ratlam.		
XXXIV	NÁGDÁ-UJJAIN	Gwalior	26 11	Nágdá	60 1,772	Ujjain	34 1,711
XXXV	THE GAEKWAR'S PETLÁD		Distance from Ánand junction.		Distance from Ánand junction.		
	ÁNAND TO PETLÁD	Baroda	6 420	Agás	13 1,860	Petlád	7 1,440
			Distance from Madras.		Distance from Madras.		
XXXVI	KOLAR GOLD-FIELDS	Mysore	175 2,425	Bowringpet	185 3,385	Marikuppam	10 963
			Distance from Kurrachee.		Distance from Kurrachee.		
XXXVII	RÁJPURA-BHÁTINDA	Patiála	992 3,865	Rájpura	1,013 4,500	Dhablán	21 635
		Nábha	1,013 4,500	Dhablán	1,017 1,890	Nábha	3 2,670
		Patiála	1,017 1,890	Dhablán	1,019 2,700	Nábha	2 810
		Nábha	1,019 2,700	Dhablán	1,025 5,250	Nábha	6 2,550
		Patiála	1,025 5,250	Nábha	1,028 420	Chintanwala	2 450
		Nábha	1,028 420	Nábha	1,029 45	Chintanwala	... 4,905
		Patiála	1,029 45	Nábha	1,033 4,830	Chintanwala	4 4,785
		Nábha	1,033 4,830	Chintanwala	1,036 110	Dhuri	2 560
		Patiála	1,036 110	Dhuri	1,073 3,740	Tappa	37 3,630
		Nábha	1,075 1,600	Tappa	1,080 1,560	Rámpura Phúl	4 5,240
		Patiála	1,080 1,560	Rámpura Phúl	1,081 210	Bhuchchu	... 3,930
		Nabha	1,081 210	Rámpura Phúl	1,081 2,600	Bhuchchu	... 2,390
		Patiála	1,093 2,350	Bhuchchu	1,100 2,941	Bhátinda	7 591
						TOTAL	94 1,466
XXXVIII	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Kashmir	920 2,640	Suchetgarh	936 2,217	Tawi	15 4,857
						TOTAL STANDARD GAUGE.	2,648 3,368

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Delhi junction.	Commences at: Nearest railway station.	Ends at: Distance from Delhi junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE		Miles. Feet.		Miles. Feet.		Miles. Feet.
	RAJPUTANA-MALWA						
XIX	DELHI TO AHMEDABAD.	Pataudi	35 2,090	Játaoli	39 3,824	Játaoli	4 1,734
		Pataudi	41 1,215	Játaoli	41 2,529	Khalilpur	... 1,314
		Nábha	57 4,626	Báwal	68 791	Ajeráka	10 1,445
		Ulwur	68 791	Ajeráka	125 1,416	Baswa	57 625
		Jeypore	125 1,416	Baswá	245 3,100	Sáli	120 1,684
		Jeypore	245 4,460	Sáli	246 570	Sáli	... 1,390
		Jeypore	246 1,025	Sáli	247 2,645	Tilaunia	1 1,620
		Kishengurh	245 3,100	Sáli	245 4,460	Sáli	... 1,360
		Kishengurh	246 570	Sáli	246 1,025	Sáli	... 455
		Kishengurh	247 2,645	Tilaunia	249 1,173	Tilaunia	1 3,808
		Kishengurh	251 1,109	Tilaunia	261 217	Kishengurh	9 4,388
		Jodhpore	318 888	Sendra	431 4,261	Keshavganj	113 3,373
		Sirohee	431 4,261	Keshavganj	472 1,508	Maval	40 2,521
		Pálanpur	472 1,508	Maval	511 4,520	Chhápi	39 3,012
		Baroda	511 4,520	Chhápi	568 750	Kálol	56 1,510
							455 3,845
			Distance from Phulera junction.		Distance from Phulera junction.		
	SÁMBHAR BRANCH	Jeypore	...	Phulera	1 2,518	Phulera	1 2,518
		Jeypore and Jodhpore	1 2,518	Phulera	6 3,180	Sámbhar	5 662
		Jodhpore	6 3,180	Sámbhar	21 5,214	Kuchámán Road	15 2,034
			Distance from Agra junction.		Distance from Agra junction.		21 5,214
	AGRA BRANCH	Bhurtpore	21 3,744	Ikran	58 4,902	Kherli	37 1,158
		Ulwur	58 4,902	Kherli	67 2,183	Ghosráná	8 2,562
		Ulwur	68 2,762	Ghosráná	69 2,889	Ghosráná	1 127
		Ulwur	76 140	Hindaun Road	77 2,604	Rámpura	1 2,464
		Ulwur	78 1,046	Rámpura	83 1,317	Biwai	5 271
		Ulwur	85 3,029	Biwai	87 4,766	Biwai	2 1,737
		Jeypore	67 2,183	Ghosráná	68 2,762	Ghosráná	1 579
		Jeypore	69 2,889	Ghosráná	76 140	Hindaun Road	6 2,531
		Jeypore	77 2,604	Rámpura	78 1,046	Rámpura	... 3,722
		Jeypore	83 1,317	Biwai	85 3,029	Biwai	2 1,712
		Jeypore	87 4,766	Biwai	93 2,758	Bándikui	5 3,272
							71 4,294
			Distance from Ajmere junction.		Distance from Ajmere junction.		
	MALWA SECTION (AJMERE TO KHANDWA).	Oodeypore	41 1,950	Barl	122 5,030	Shambhúpúra	81 3,080
		Oodeypore	125 5,090	Shambhúpúra	127 1,250	Shambhúpúra	1 1,440
		Tonk	122 5,030	Shambhúpúra	125 5,090	Shambhúpúra	3 60
		Tonk	127 1,250	Shambhúpúra	138 2,200	Kesarpura	11 950
		Tonk	143 2,706	Kesarpura	145 1,200	Neemuch	1 3,780
		Gwalior	138 2,200	Kesarpura	143 2,700	Kesarpura	5 500
		Gwalior	145 1,200	Neemuch	163 2,406	Malhárgarh	18 1,200
		Gwalior	174 2,720	Tharod	205 5,130	Dhodhar	31 2,410
		Gwalior	249 3,900	Runija	258 3,160	Barnagar	8 4,540
		Gwalior	259 4,070	Barnagar	271 1,700	Chambal	11 2,910
		Gwalior	278 2,360	Fatehabad	281 3,600	Fatehabad	3 1,240
		Indore and Gwalior combined	282 2,900	Fatehabad	283 4,712	Fatehabad	1 1,812
		Gwalior	285 1,400	Ajnod	285 4,050	Ajnod	... 2,650
		Indore and Gwalior combined	288 1,700	Ajnod	289 1,126	Ajnod	... 4,706
		Gwalior	292 150	Ajnod	294 150	Pália	2 ...
		Jaora	163 2,400	Malhárgarh	170 1,700	Píplia	6 4,580
		Jaora	171 4,980	Tharod	172 4,280	Tharod	... 4,580
		Jaora	173 1,000	Tharod	173 1,650	Tharod	... 650
		Jaora	205 5,130	Dhodhar	219 4,080	Námli	13 4,230
		Indore	170 1,700	Píplia	171 4,980	Tharod	1 3,280
		Indore	172 4,280	Tharod	173 1,000	Tharod	... 2,000
		Indore	173 1,650	Tharod	174 2,720	Tharod	1 1,070
		Indore	271 1,700	Chambal	278 2,360	Fatehabad	7 660
						Carried over	213 4,808
							549 2,793

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed. Names of states.	Commences at: Distance from Ajmere junction.	Commences at: Nearest railway station.	Ends at: Distance from Ajmere junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XLI	RAJPUTANA-MALWA—*concld.*					Brought forward	549 2,793
	MADWA SECTION (AJMERE TO KHAEDWA—*contd.*						213 4,808
		Indore	281 3,600	Fatehabad	282 2,900	Fatehabad	... 4,580
		Indore	283 4,712	Fatehabad	285 1,400	Ajnod	1 1,968
		Indore	285 4,050	Ajnod	288 1,700	Ajnod.	2 2,930
		Indore	289 1,126	Ajnod	292 150	Ajnod.	2 4,304
		Indore	294 150	Pália	355 ...	Mortakka	60 5,130
		Indore	358 1,200	Sanáwad	363 1,800	Nimar Kheri	5 600
		Indore	366 3,300	Nimar Kheri	367 1,450	Nimar Kheri	... 3,430
		Rutlam	219 4,080	Námli	222 3,050	Námli	2 4,250
		Rutlam	222 5,050	Námli	226 650	Námli	3 880
		Rutlam	229 550	Rutlam	235 400	Rutlam	5 5,130
		Rutlam	235 1,050	Rutlam	242 4,830	Naugánwán	7 3,780
		Rutlam	244 4,880	Naugánwán	246 4,930	Naugánwán	2 50
		Sailána	222 3,950	Námli	222 5,050	Námli	... 2,000
		Sailána	226 650	Námli	229 550	Rutlam	2 5,180
		Sailána	235 400	Rutlam	235 1,050	Rutlam	... 650
		Sailána	242 4,830	Naugánwán	244 4,880	Naugánwán	2 50
		Sailána	246 4,930	Naugánwán	249 600	Runija	2 950
		Dhár	249 600	Runija	249 3,900	Runija	... 3,300
		Dhár	258 3,160	Barnagar	259 4,070	Barnagar	1 910
							319 2,080
			Distance from Fatehabad junction.		Distance from Fatehabad junction.		
	UJJAIN BRANCH	Gwalior	...	Fatehabad	10 400	Ujjain	10 400
		Indore	10 400	Ujjain	10 2,700	Ujjain	... 2,300
		Gwalior	10 2,700	Ujjain	14 1,500	Ujjain	3 4,080
							14 1,500
			Distance from Rewári junction.		Distance from Rewári junction.		
	REWÁRI TO FEROZEPORE.	Dujána	19 1,300	Kosli	19 3,350	Kosli	... 2,050
		Dujána	20 220	Kosli	22 430	Jhárlí	2 210
		Jínd	29 2,975	Jhárlí	45 2,000	Mánheru	15 4,305
		Patiála	164 2,100	Kalánwáli	190 2,330	Goniána	26 230
		Patiála	190 4,000	Goniána	191 300	Goniána	... 1,580
		Farídkot	190 2,330	Goniána	190 4,000	Goniána	... 1,670
		Farídkot	191 300	Goniána	195 2,400	Goniána	4 2,100
		Farídkot	203 2,475	Jaitu	231 2,200	Golchwála	27 5,005
		Nábha	195 2,400	Goniána	203 2,475	Jaitu	8 75
							85 1,385
			Distance from Kot Kapúra junction.		Distance from Kot Kapúra junction.		
	FÁZILKA BRANCH	Farídkot	...	Kot Kapúra	7 2,350	Bariwála	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNÉRA.	Bhurtpore	221 3,540	Bhainsa	225 384	Bhainsa	3 2,124
						TOTAL	429 4,159
			Distance from Pálanpur.		Distance from Pálanpur.		
XLIII	PÁLANPUR-DEESA	Pálanpur	...	Pálanpur	17 2,240	Deesa	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLIV	SOUTHERN MAHRATTA—MAIN LINE.	Hyderabad	126 3,813	Harlápur	161 488	Munirabad	34 1,955
		Akalkot	395 4,488	Tarlupádu	405 3,549	Márkapur Road	9 4,341
		Akalkot	408 3,436	Márkapur Road	409 2,845	Gajjalakonda	... 4,689
		Akalkot	412 1,883	Gajjalakonda	429 3,300	Kurichédu	17 1,417
						TOTAL	62 1,842
						Carried over	62 1,842
							996 3,912

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.							
		Names of states.	Commences at: Distance from Londa junction.	Commences at: Nearest railway station.	Ends at: Distance from Londa junction.	Ends at: Nearest railway station.	Intermediate length.	
			Miles. Feet.		Miles. Feet.		Miles.	Feet.
	METRE GAUGE—*contd.*							
XLIV	Southern Mahratta—*contd.*						996	3,912
						Brought forward	62	1,842
	Poona branch	Kurundvád	26 1,125	Desur	28 4,325	Desur	2	3,200
		Sangli	37 4,150	Sulebhávi	38 2,975	Sulebhávi	...	4,105
		Sángli	41 2,625	Sulebhávi	47 1,250	Suldhál	5	3,905
		Kurundvád	49 3,375	Suldhál	50 2,200	Suldhál	...	4,105
		Kolhápur	79 3,500	Chikodi Road	80 3,100	Chikodi Road	...	4,880
		Kurundvád	80 3,100	Chikodi Road	82 3,350	Raibag	2	250
		Kolhápur	82 3,350	Raibag	88 4,125	Raibag	6	775
		Kolhápur	91 50	Raibag	94 4,000	Kudchi	3	3,950
		Sángli	99 900	Kudchi	103 1,825	Shedbal	4	925
		Miraj	108 1,875	Shedbal	110 4,280	Shedbal	2	2,405
		Sángli	110 4,280	Shedbal	113 5,125	Miraj	3	845
		Miraj	113 5,125	Miraj	119 5,230	Miraj	6	105
		Sángli	123 1,900	Sángli	123 2,200	Sángli	...	300
		Miraj	123 2,000	Sángli	125 2,480	Sángli	2	480
		Sángli	125 2,480	Sángli	126 2,950	Sángli	1	470
		Sángli	127 1,600	Sángli	130 2,120	Tásgaon Road	3	520
		Aundh	142 1,800	Kundal Road	143 2,590	Kundal Road	1	790
		Sángli	143 2,575	Kundal Road	143 4,825	Kundal Road	...	2,250
		Aundh	144 2,825	Kundal Road	145 1,575	Takari	...	4,030
		Sángli	145 1,575	Takari	146 1,850	Takari	1	275
		Sángli	146 3,950	Takari	147 1,340	Takari	...	2,670
		Aundh	150 3,420	Takari	151 3,160	Shenoli	...	5,020
		Aundh	164 4,225	Karad	165 1,380	Karad	...	2,435
		Jamkhandi	169 3,250	Masur	171 1,675	Masur	1	3,705
		Phaltan	212 2,575	Wathar	224 140	Lonand	11	2,845
			Distance from Gadag junction.		Distance from Gadag junction.		63	2,440
	Bijápur branch	Rámdrug	21 2,030	Mallápur	26 3,380	Álúr	5	1,350
		Sángli	149 3,980	Lachyán	153 5,250	Lachyán	4	1,270
		Akalkot	156 1,320	Lachyán	166 2,860	Tadval	10	1,540
			Distance from Hubli junction.		Distance from Hubli junction.		19	4,160
	Harihar branch	Jamkhandi	5 807	Kundgol	18 4,826	Gudgeri	13	4,019
		Miraj (Junior)	18 4,826	Gudgeri	23 4,284	Yálvigi	4	4,738
		Savanúr	30 2,009	Hattimattúr	30 2,656	Hattimattúr	...	647
		Sávanúr	37 588	Karajgi	38 4,558	Karajgi	1	3,970
							20	2,814
XLV	Mysore section (Southern Mahratta).	Mysore	81 ...	Harihar	377 ...	Total	166	696
						Mysore	296	...
			Distance from Sára.		Distance from Sára.			
LI	Eastern Bengal (Northern section).	Cooch Behar	157 2,253	Haldibári	163 1,891	Mandalghát	5	4,918
			Distance from Ahmedabad.		Distance from Ahmedabad.			
LVII	Ahmedabad-Parántij—Ahmedabad to Idar Ahmadnagar.	Baroda	7 1,398	Naroda	8 1,090	Naroda	...	4,972
		Baroda	16 190	Dehegam	23 1,303	Rakhial	7	1,113
		Baroda	23 2,068	Rakhial	23 2,688	Rakhial	..	680
		Baroda	24 3,988	Rakhial	25 1,518	Rakhial	...	2,810
		Baroda	26 1,608	Rakhial	27 3,987	Rakhial	1	2,379
		Mahi Kantha	11 1,153	Dabhora	16 190	Dehegam	4	4,317
		Mahi Kantha	23 1,303	Rakhial	23 2,608	Rakhial	...	705
		Mahi Kantha	23 2,688	Rakhial	24 3,988	Rakhial	1	1,300
		Mahi Kantha	25 1,518	Rakhial	26 1,608	Rakhial	1	90
		Mahi Kantha	31 1,268	Talod	32 2,378	Talod	1	1,110
		Mahi Kantha	53 116	Ahmadnagar	54 3,115	Ahmadnagar	1	2,999
						Total	20	1,355
						Carried over	1,485	321

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States traversed. Names of states.	Commences at: Distance from Mehsána junction.	Commences at: Nearest railway station.	Ends at: Distance from Mehsána junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.	Brought forward	Miles. Feet. 1,485 321
LXIV	THE GAEKWAR'S MEHSÁNA—						
	MEHSÁNA TO VIRAMGÁM.	Baroda . .	...	Mehsána .	10 800	Jhotana . .	10 800
		Kotosan and Ijpura estates (Mahi Kántha Agency).	10 800	Jhotana .	12 4,090	Jhotana . .	2 3,290
	MEHSÁNA TO PÁTAN	Baroda . .	...	Mehsána .	24 3,680	Pátan . .	24 3,680
	MEHSÁNA TO KHERÁLU.	Baroda . .	...	Mehsána .	27 3,140	Kherálu . .	27 3,140
						TOTAL .	65 350
			Distance from Miraj junction.		Distance from Miraj junction.		
LXV	KOLHÁPUR . .	Miraj . .	...	Miraj .	3 2,112	Miraj . .	3 2,112
		Kolhápur . .	5 2,323	Shirol Road .	29 1,056	Kolhápur . .	23 4,013
						TOTAL .	27 845
			Distance from Yesvantpur.		Distance from Yesvantpur.		
LXVI	YESVANTPUR-MYSORE FRONTIER.	Mysore . .	...	Yesvantpur .	51 1,848	Dod Kurugod .	51 1,848
			Distance from Mysore.		Distance from Mysore.		
LXVII	MYSORE-NANJANGÚD	Mysore . .	...	Mysore . .	15 1,320	Nanjangúd .	15 1,320
LXXI	JODHPORE-BICKANEER—		Distance from Marwar junction.		Distance from Marwar junction.		
	MARWAR RAILWAY JUNCTION TO KUCHÁMAN ROAD	Jodhpore . .	...	Marwar .	201 ...	Kuchámán Road	201 ...
	MERTA ROAD TO DULMERA.	Jodhpore . .	73 ...	Merta Road .	132 2,640	Bhagu . .	59 2,640
		Bickaneer .	132 2,640	Bhagu . .	218 ...	Dulmera . .	85 2,640
	LÚNI JUNCTION TO PACHPADRA.	Jodhpore . .	157 ...	Lúni junction .	217 ...	Pachpádra .	60 ...
						TOTAL .	406 ...
			Distance from Chitorgarh.		Distance from Chitorgarh.		
LXXII	OODEYPORE-CHITOR .	Oodeypore * .	1 3,575	Berach, near Chitorgarh.	62 351	Debari, near Oodeypore.	60 2,056
			Distance from Bhávnagar Bandar.		Distance from Bhávnagar Bandar.		
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR—.	Bhávnagar .	...	Bhávnagar .	3 3,900	Bhavnagar Para .	3 3,900
	BHÁVNAGAR TO WADHWÁN.	Bhávnagar .	5 1,500	Bhávnagar Para	9 2,920	Vartej . .	4 1,420
		Shampura Girassia	9 2,920	Vartej . .	10 4,380	Vartej . .	1 1,460
		Bhávnagar .	10 4,380	Vartej . .	11 300	Vartej . .	... 1,200
		Bhojapura Girassia	11 300	Vartej . .	11 2,500	Sihor . .	... 2,200
		Bhávnagar .	11 2,500	Sihor . .	18 1,900	Songad . .	6 4,680
		Songad Girassia .	18 1,900	Songad . .	19 3,380	Songad . .	1 1,480
		Bhávnagar .	19 3,380	Songad . .	25 2,900	Sanoshra . .	5 4,800
		Vaori Girassia .	25 2,900	Sanoshra .	28 1,800	Sanoshra . .	2 4,180
		Bhávnagar .	28 1,800	Sanoshra .	32 3,360	Dhola . .	4 1,560
		Wangdra Girassia	32 3,360	Dhola . .	33 1,850	Dhola . .	... 3,770
		Bhojavadar Girassia	33 1,850	Dhola . .	35 3,100	Dhola . .	2 1,250
		Chabharia Girassia	35 3,100	Dhola . .	38 1,200	Ujalváv . .	2 3,380
		Bhávnagar .	38 1,200	Ujalváv .	38 2,700	Ujalváv . .	... 1,500
		Ramanka Girassia	38 2,700	Ujalváv .	39 2,950	Ujalváv . .	1 250
		Chitravad Girassia	39 2,950	Ujalváv .	40 4,280	Ujalváv . .	1 1,330
		Alampura Girassia under Chamardi Thana . .	40 4,280	Ujalváv .	43 2,700	Ningála . .	2 3,700
		Vála . .	43 2,700	Ningála . .	44 1,550	Ningála . .	... 4,130
		Ishwaria Girassia under Baroda State . .	44 1,550	Ningála .	44 2,400	Ningála . .	... 850
		Bhávnagar .	44 2,400	Ningála . .	60 4,420	Botád . .	16 2,020
		Chuda . .	75 1,360	Ránpur . .	82 2,100	Chuda . .	7 740
		Karol . .	82 2,100	Chuda . .	85 20	Chuda . .	2 3,200
		Limbdi . .	85 20	Chuda . .	93 1,530	Limbdi . .	8 1,510
		Wadhwán . .	93 1,530	Limbdi . .	104 1,600	Wadhwán City .	11 70
							88 1,780
						Carried over	88 1,780
							2,110 1,460

* In addition to the line between the two points whose distances from Chittorgarh station are shown above, the Oodeypore-Chitore railway has a separate station and station yard at Chitorgarh.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed.						Intermediate length.	
		Names of states.	Commences at: Distance from Bhavnagar-Bandar.	Commences at: Nearest railway station.	Ends at: Distance from Bhavnagar-Bandar.	Ends at: Nearest railway station.		Miles.	Feet.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.				
LXXIII	BHÁVNAGAR-GONDAL-JUNÁGÁḌ-PORBANDAR—*concld.*						Brought forward	2,110	1,460
								88	1,780
	DHOLA TO PORBANDAR.	Bhávnagar	32 ...	Dhola	32 4,820	Dhola		...	4,820
		Wangdra Girassia	32 4,820	Dhola	33 500	Dhola		...	960
		BhojavadarGirassia	33 500	Dhola	34 880	Dhola		1	380
		Bhávnagar	34 880	Dhola	34 1,100	Dhola		...	220
		Ingorala Girassia under Songad Thana	34 1,100	Dhola	37 850	Jália			
		Limbda Girassia	37 850	Jália	40 2,000	Jália		3	1,150
		Jália Girassia	40 2,000	Jália	41 1,000	Jália		...	4,280
		Bhávnagar	41 1,000	Jália	47 1,350	Dhasa		6	350
		Baroda	47 1,350	Dhasa	54 4,900	Láthi		7	3,550
		Láthi	54 4,900	Láthi	58 2,520	Láthi		3	2,900
		Jetpur	58 2,520	Láthi	63 480	Chital		4	3,240
		Baroda	63 480	Chital	65 100	Chital		1	4,900
		Jetpur	65 100	Chital	70 3,620	Chital		5	3,520
		Kotda Pitha	70 3,620	Chital	73 2,930	Luni-dhár		2	4,590
		Jetpur	73 2,930	Luni-dhár	78 1,700	Luni-dhár		4	4,050
		Junágad	78 1,700	Luni-dhár	78 3,950	Luni-dhár		...	2,250
		Jetpur	78 3,950	Luni-dhár	87 5,110	Kunkáváv		9	1,160
		Junágad	87 5,110	Kunkáváv	91 3,860	Khákharya		3	4,030
		Jetpur	91 3,860	Khákharya	94 2,400	Khákharya		2	3,820
		Junágad	94 2,400	Khákharya	96 800	Vávdi		1	3,680
		Bantwa	96 800	Vávdi	96 4,500	Vávdi		...	3,700
		Junágad	96 4,500	Vávdi	97 1,420	Vávdi		...	2,200
		Bantwa	97 1,420	Vávdi	98 1,660	Vávdi		1	240
		Junágad	98 1,660	Vávdi	101 4,700	Vávdi		3	3,040
		Jetpur	101 4,700	Vávdi	110 3,100	Jetalsar		8	3,680
		Gondal	110 3,100	Jetalsar	112 4,100	Jetalsar		2	1,000
		Junágad	112 4,100	Jetalsar	117 1,200	Dhoraji		4	2,380
		Gondal	117 1,200	Dhoraji	151 2,330	Jám Jodhpore		34	1,130
		Navanagar	151 2,330	Jám Jodhpore	173 300	Sakhpur		21	3,250
		Porbandar	173 300	Sakhpur	189 5,150	Porbandar		16	4,850
			Distance from Jetalsar junction.		Distance from Jetalsar junction.			157	5,150
	JETALSAR TO VERÁVAL	Gondal	...	Jetalsar	1 4,670	Jetalsar		1	4,670
		Jetpur	1 4,670	Jetalsar	4 2,055	Choki		2	2,665
		Gondal	4 2,055	Choki	4 3,610	Choki		...	1,555
		Junágad	4 3,610	Choki	40 5,010	Keshod		36	1,400
		Mangrol	40 5,010	Keshod	47 1,050	Mália		6	1,320
		Junágad	47 1,050	Mália	67 980	Verával		19	5,210
								67	980
LXXIV	JETALSAR RÁJKOT	Gondal	...	Jetalsar	... 4,400		TOTAL	313	2,630
		Junágad	... 4,400	Jetalsar	4 1,590	Jetalsar		...	4,400
		Jetpur	4 1,590	Navagadh	8 3,400	Navagadh		3	2,470
		Virpur	8 3,400	Virpur	12 5,165	Virpur		4	1,810
		Gondal	12 5,165	Virpur	27 4,040	Virpur		4	1,765
		Kotra Sangani	27 4,040	Gondal	31 3,970	Gondal		14	4,155
		Gondal	31 3,970	Ribda	34 20	Ribda		3	5,210
		Shahpur	34 20	Ribda	36 2,300	Ribda		2	1,330
		Gadhka	36 2,300	Ribda	36 4,975	Ribda		2	2,280
		Lodhika	36 4,975	Ribda	37 225	Ribda		...	2,675
		Gadhka	37 225	Ribda	38 2,570	Ribda		...	530
		Lodhika	38 2,570	Ribda	38 3,040	Ribda		1	2,345
		Kankashiali	38 3,040	Ribda	39 2,610	Ribda		...	470
		Kotaria	39 2,610	Ribda	42 2,600	Ribda		...	4,850
		Rájkot	42 2,600	Rájkot Para	45 3,100	Rájkot Para		2	5,270
		Rájkot	45 3,700	Rájkot Para	45 4,800	Rájkot		3	500
			Distance from Rájkot junction.		Distance from Rájkot junction.			...	1,100
							TOTAL	45	4,200
LXXV	JÁMNAGAR	Rájkot	0 1,130	Rájkot	3 3,060	Rájkot		3	1,930
		Pal	3 3,060	Rájkot	4 5,130	Rájkot		1	2,070
		Rájkot	4 5,130	Rájkot	6 3,020	Rájkot		1	2,890
		Nawanagar	6 3,020	Rájkot	15 5,000	Paddhari		9	1,980
		Dhrol	15 5,000	Paddhari	19 4,580	Paddhari		3	4,580
		Nawanagar	19 4,580	Paddhari	25 3,350	Hadmatia		5	3,770
		Jalia	25 3,350	Hadmatia	29 4,130	Wanthali		4	780
		Nawanagar	29 4,130	Wanthali	50 1,000	Jámnagar		20	1,870
							TOTAL	49	4,030
							Carried over	2,510	1,760

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	Native states traversed.	Commences at		Ends at		Intermediate length.
		Names of states.	Distance from Miyagam junction.	Nearest railway station.	Distance from Wadhwan junction.	Nearest railway station.	
			Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward .	2,519 1,760
	METRE GAUGE—*concld.*						
LXXVI	Dhrangadra .	Wadhwan .	... 1,200	Wadhwan .	... 2,350	Wadhwan .	... 1,150
		Doodhrej .	... 2,350	Wadhwan .	4 1,030	Wadhwan .	3 3,960
		Wadhwan .	4 1,030	Wadhwan .	7 3,390	Sitha . .	3 2,360
		Dhrangadra .	7 3,390	Dhrangadra .	20 4,400	Dhrangadr .	13 1,010
							26 3,200
						Total Metre gauge.	2,539 4,960
	SPECIAL (2′ 6″) GAUGE.						
XCI	The Gaekwar's Dabhoi—Miyágám to Bodéli.	Baroda . .	...	Miyágám .	42 1,051	Bodeli . .	42 1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.		
	Vishvamitri to Padra.	Baroda . .	...	Vishvamitri .	7 750	Padra . .	7 750
	Vishvámitri to Chándod.	Baroda . .	...	Vishvámitri .	26 2,010	Ten Taláv .	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv .	29 3,000	Chándod . .	3 990
							29 3,000
						Total .	71 4,051
			Distance from Bársi Road.		Distance from Bársi Road.		
LXXXIV	Barsi Light (2′ 6″)	Hyderabad .	8 800	Mahisgaon .	14 2,170	Uplai . .	6 1,370
			Distance from Anklesvar junction.		Distance from Anklesvar junction.		
XCII	Rajpipla . .	Rajpipla . .	6 1,934	Kharchi .	23 5,206	Umalla . .	17 3,272
			Distance from Gitaldaha ghât.		Distance from Gitaldaha ghât.		
XCIV	Cooch Behar .	Cooch Behar .	...	Gitaldaha ghât	22 2,074	Torsá river .	22 2,074
			Distance from Wadhwán junction.		Distance from Miyagam junction.		
XCV	Morvi . .	Wadhwán .	1 ...	Wadhwán .	2 1,440	Wadhwán .	1 1,440
		Kherali . .	2 1,440	Wadhwán .	4 1,440	Wadhwán . .	2 ...
		Múli . .	4 1,440	Wadhwán .	19 192	Múli . .	14 4,032
		Sáyla . .	19 192	Múli . .	31 2,280	Dolia . .	12 2,088
		Chotila . .	31 2,280	Dolia . .	33 72	Thán . .	1 3,072
		Lakhtar . .	33 72	Thán . .	42 408	Thán . .	9 336
		Vánkáner . .	42 408	Thán . .	59 3,420	Vánkáner . .	17 3,012
		Morvi . .	59 3,420	Vánkáner .	67 1,118	Morvi . .	7 2,978
	Rájkot branch .	Vánkáner . .	51 4,800	Vánkáner .	64 3,000	Sindhávadar .	12 3,480
		Dhrol . .	64 3,000	Sindhávadar .	65 3,168	Sindhávadar .	1 168
		Kothária . .	65 3,168	Sindhávadar .	70 1,248	Kothária . .	4 3,360
		Gavaridar .	70 1,248	Kothária .	73 3,384	Rájkot . .	3 2,136
		Rájkot . .	73 3,384	Rájkot . .	77 1,728	Rájkot . .	3 4,838
						Total .	92 3,922
						Total special gauge.	210 4,129
						Total all gauges	5,399 1,915

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED									
	PATNA-GYA. (a) (57·00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMÁD. (145·56 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) & (d) (445·56 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651·00 Miles.) Half-year ending 30th June 1882.		SIND-SAGAR (EASTERN SECTION). (c) (63·50 Miles.) Half-year ending 30th June 1889.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,719	118							9	...
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231	...	...
2. Plant	...	...	580	4	14,819	33	60,113	92	...	...
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676	...	...
II.—Land	56,396	989	30,359	209	8,33,486	1,871	3,17,344	487	31,912	510
III.—Formation—										
1. Earthwork	1,95,559	3,431	9,47,608	6,543	77,23,056	17,336	66,23,820	10,175		
2. Tunnels	...	...	...	...	8,96,570	2,008	...	...		
IV.—Bridgework—										
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496		
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,386	1,44,122	2,306
V.—Fencing, &c.—										
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179		
2. Road crossings										
3. Mile and gradient posts	13,096	230	1,191	8	2,78,277	625	3,36,679	517		
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105	...	...
VII.—Ballast and permanent-way—									11,16,158	17,858
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007	...	...
2. Permanent-way	15,15,149	26,581	36,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828	...	...
VIII.—Stations and buildings—									1,14,236	1,828
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212	...	...
2. Workshops, store buildings, &c.	2,056	36	1,197	8	8,24,816	1,851	8,14,428	1,251	...	...
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248	...	...
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440	...	...
IX.—Plant—									7,389	118
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365	...	...
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47	...	...
3. Carriage and wagon	2,342	41	...	...	3,385	8	22,946	35	...	...
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451	...	...
X.—Ferries, &c.—										
1. Ferries										
2. Floating bridges	...	...	...	...	...	...	4,19,789	645	...	...
XI.—Rolling stock—									2,50,408	4,007
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213	...	...
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329	...	...
XII.—General charges—									9,977	160
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281	...	...
2. Engineering	96,086	1,686	2,12,084	1,457	35,39,430	7,945	43,60,510	6,683	...	...
3. Stores	24,619	432	37,577	258	6,46,970	1,452	6,97,198	1,071	...	...
4. Audit and account	12,231	215	24,294	167	4,55,550	1,022	4,38,078	673	...	...
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	91,170	1,459
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337	(e) 17,65,381	(e) 28,246

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western State railway.
(d) Including 62·25 miles of metre gauge line from Lála Músa to Bhera since converted to the standard gauge, and 9·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of page cclxxix.

G.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (WESTERN SECTION). (e) (314·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 MILES.) (f) HALF-YEAR ENDING 30TH JUNE 1892.		AMRITSAR-PATHÁNKOT. (e) (64·79 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1884.		KOTRI-ROHRI CHORD LINE. (178·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		MUSHKAF-BOLAN. (86·74 MILES.) HALF-YEAR ENDING 30TH JUNE 1897.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
75,953	242	6,78,138	1,491			1,18,244	664			I.—PRELIMINARY EXPENSES—
...	...	...	...	6,131	95	...	...	12,592	145	1. Survey expenses.
...	...	...	...	...	...	...	...	3,229	37	2. Plant.
...	...	...	...	38,238	590	...	...	28,333	327	3. Establishment.
2,30,637	733	2,45,157	539	1,78,635	2,757	1,45,286	816	5,961	69	II.—LAND.
		2,41,38,336	53,072			10,17,068	5,714			III.—FORMATION—
		...	...	4,10,038	6,329	...	...	31,27,574	36,057	1. Earthwork.
		...	...	...	...	...	...	36,34,499	41,901	2. Tunnels.
		1,65,91,496	36,479			16,52,437	9,283			IV.—BRIDGEWORK—
40,28,071	12,808	...	...	4,40,982	6,806	...	...	52,71,919	60,778	1. Large bridges.
		...	...			...	...	20,87,495	24,066	2. Minor bridges.
		3,83,099	842			28,505	160			V.—FENCING, &c.—
		...	...	1,19,272	1,841	...	...	417	5	1. Fencing.
		...	...	22,208	343	...	...	3,870	45	2. Road crossings. 3. Mile and gradient posts.
...	...	48,688	107	6,694	103	...	...	13,108	151	VI.—ELECTRIC TELEGRAPH.
90,55,497	28,793	2,32,76,018	51,176			47,38,257	26,619			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	7,53,084	11,623	...	...	2,64,017	3,044	1. Ballast.
...	...	...	...	21,03,253	32,463	...	...	27,27,073	31,440	2. Permanent-way.
11,26,231	3,581	57,48,891	12,640			5,52,007	3,101			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	2,56,155	3,954	...	...	1,12,522	1,297	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	1,10,046	1,698	...	...	2,01,626	2,324	3. Staff quarters.
...	...	...	...	1,74,868	2,699	...	...	6,01,690	6,937	4. Station machinery.
2,65,842	845	18,19,924	4,002			10,968	62			IX.—PLANT—
...	...	...	...	2,435	38	...	...	—904	—10	1. Engineering.
...	...	...	...	...	...	...	...	2,750	32	2. Locomotive.
...	...	...	...	...	...	...	...	—300	—3	3. Carriage and wagon.
...	...	...	...	33,985	525	...	...	9,141	105	4. Station and office furniture.
8,628	27									X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries. 2. Floating bridges.
15,47,971	4,922	74,15,587	16,305			2,21,435	1,244			XI.—ROLLING STOCK—
...	...	...	...	1,33,402	2,059	...	...	8,40,102	9,685	1. Locomotive.
...	...	...	...	2,94,958	4,553	...	...	245	3	2. Carriage and wagon.
6,16,151	1,959	38,79,814	8,531			7,11,785	3,999			XII.—GENERAL CHARGES—
...	...	...	...	1,38,330	2,135	...	...	2,51,360	2,898	1. Direction or general.
...	...	...	...	...	...	...	...	8,12,449	9,366	2. Engineering.
...	...	...	...	...	...	...	...	1,63,580	1,886	3. Stores.
...	...	...	...	...	...	...	...	99,908	1,152	4. Audit and account.
...	...	...	...	...	...	...	...	1,27,691	1,472	5. Medical and sanitation.
12,11,660	3,853	27,76,730	6,105	...	...	...	...	...	...	Loss by Exchange.
1,81,66,621	57,763	8,70,01,879	1,91,289	(h) 52,19,922	(h) 80,567	(g) 87,22,303	49,002	2,04,01,947	2,35,209	TOTAL.

(e) Cost of conversion of Lála Músa-Bhera section.
(f) Including 98·67 miles of the Quetta loop line.
(g) Less ₹2,73,689, being the expenditure on the Indus Bridge division under construction, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

Main head and sub-head.	STANDARD STATE LINES CONSTRUCTED								OUDH	
	JAMMU AND KASHMIR (British section). (a) (8·49 Miles.) Half-year ending 30th June 1890.		WARDHA COAL. (46·50 Miles.) (b) Half-year ending 31st December 1877. 4		DILDARNAGAR-GHAZIPUR. (c) (12·00 Miles.) Half-year ending 31st December 1880.		HYDERABAD-SHADIPALLI. (58·91 Miles.) Half-year ending 31st December 1892.		(Lucknow-Rae Bareli section.) (18·59 Miles.) Half-year ending 31st December 1893.	
	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,642	547					36,345	617	50,046	1,031
1. Survey expenses	...	...	84,737	1,822	2,218	185	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	6,905	149	...	...	...	...	...	...
II.—Land	7,327	863	3,866	83	4,048	337	18,499	314	61,748	1,272
III.—Formation—	7,865	926					1,35,845	2,306	1,08,931	2,243
1. Earthwork	...	...	3,07,132	6,605	22,207	1,851	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	5,635	664					2,74,256	4,656	2,92,546	6,024
1. Large bridges	...	...	10,06,784	21,651	26,674	2,223	...	...	...	...
2. Minor bridges	...	...	...	...	27,399	2,283	...	...	...	...
V.—Fencing, &c.—	3,357	395					18,815	319	1,47,563	3,039
1. Fencing	...	...	1,96,595	4,228	2,992	249	...	...	...	...
2. Road crossings	...	...	28,067	604	177	15	...	...	...	...
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	1,382	30	...	...	...	...	...	...
VII.—Ballast and permanent-way—	1,64,457	19,371					8,41,011	14,276	14,28,209	29,411
1. Ballast	...	...	3,05,050	6,560	46,135	3,845	...	...	...	...
2. Permanent-way	...	...	17,30,803	37,222	3,01,381	25,115	...	...	...	...
VIII.—Stations and buildings—	31,436	3,703					1,38,523	2,351	1,94,880	4,013
1. Stations and offices	...	...	91,647	1,971	29,965	2,497	...	...	...	...
2. Workshops, store buildings, &c.	...	...	1,330	29	...	...	...	...	...	...
3. Staff quarters	...	...	76,166	1,638	3,343	279	...	...	...	...
4. Station machinery	...	...	1,61,954	3,483	34,911	2,909	...	...	...	...
IX.—Plant—	1,258	148					16,665	283	7,153	147
1. Engineering	...	...	1,50,776	3,242	4,388	365	...	...	...	...
2. Locomotive	...	...	20,198	434	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	3,708	80	888	74	...	...	...	...
X.—Ferries, &c.—							25,334	430		
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—							7,056	120		
1. Locomotive	...	...	3,025	65	...	...	...	...	(f)	(f)
2. Carriage and wagon	...	...			...	...	...	...		
XII.—General charges—	15,144	1,784					1,05,048	1,783	1,16,461	2,398
1. Direction or general	...	...	68,296	1,469	13,918	1,160	...	...	...	...
2. Engineering	...	...	2,93,965	6,322	37,992	3,166	...	...	...	...
3. Stores	...	...	23,015	495	1,360	113	...	...	...	...
4. Audit and account	...	...	35,405	761	3,419	285	...	...	...	...
5. Medical and sanitation	...	...	4,265	92	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	2,41,121	28,401	(c) & (d) 45,99,369	(c) 98,911	5,63,415	46,951	16,17,397	27,455	24,07,537	49,578

(a) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.
(b) Including 1¾ miles to pit's mouth.
(c) Less receipts on capital account.
(d) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(e) Now amalgamated with the East Indian railway.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY THE STATE—*concld.*

AND ROHILKHAND STATE.

(BAREILLY-MORADABAD SECTION.) (54·72 MILES.) HALF-YEAR ENDING 30TH JUNE 1864.		(NAJIBABAD-KOTDWARA BRANCH.) (15·19 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1906.		(LUCKNOW-RAE BARELI-BENARES CHORD.) (138·39 MILES.) HALF-YEAR ENDING 30TH JUNE 1908		EAST COAST STATE. (538·78 MILES.) HALF-YEAR ENDING 30TH JUNE 1897.		STATE LINES CONSTRUCTED BY COMPANIES. PÁTRI. (*g*) (22·13 MILES.) HALF-YEAR ENDING 30TH JUNE 1873.		MAIN HEAD AND SUB-HEAD.
Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
£	£	£	£	£	£	£	£	£	£	
		2,878	190	52,844	381	3,49,717	649	9,008	407	I.—PRELIMINARY EXPENSES—
7,962	146	...	...	...	...	...	...	...	...	1. Survey expenses.
3,364	61	...	...	...	...	...	...	...	...	2. Plant.
13,625	249	...	...	...	...	...	...	...	...	3. Establishment.
1,33,803	2,445	2,494	164	2,59,385	1,874	15,59,587	2,895	23,812	1,076	II.—LAND.
		32,874	2,164	3,86,033	2,789	59,59,562	11,061			III.—FORMATION—
3,71,344	6,786	...	...	...	...	...	...	51,955	2,348	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
		49,361	3,250	7,98,159	5,767	1,34,26,835	24,921			IV.—BRIDGEWORK—
32,49,857	59,391	...	...	...	...	...	...	1,06,959	4,562	1. Large bridges.
1,58,862	2,903	...	...	...	...	...	...			2. Minor bridges.
		2,754	181	3,92,440	2,836	3,86,130	717			V.—FENCING, &c.—
1,73,153	3,164	...	...	...	...	...	...	...	...	1. Fencing.
62,400	1,140	...	...	...	...	...	...	1,936	87	2. Road crossings.
618	11									3. Mile and gradient posts.
...	...	...	...	...	...	...	...	17,326	783	VI.—ELECTRIC TELEGRAPH.
		1,80,490	11,882	44,83,184	32,395	1,79,47,761	33,312			VII.—BALLAST AND PERMANENT-WAY—
8,41,877	15,385	...	...	...	...	...	...	49,893	2,255	1. Ballast.
19,35,192	35,365	...	...	...	...	...	...	4,05,947	21,055	2. Permanent-way.
		39,939	2,529	6,72,376	4,859	29,72,056	5,516			VIII.—STATIONS AND BUILDINGS—
1,89,877	3,470	...	...	...	...	...	...	4,999	226	1. Stations and offices.
...	...	...	...	...	...	...	...	11,568	523	2. Workshops, store buildings, &c.
1,33,134	2,433	...	...	...	...	...	...	11,192	506	3. Staff quarters.
1,69,563	3,100	...	...	...	...	...	...	7,380	333	4. Station machinery.
		4,979	324	70,091	506	7,94,657	1,475			IX.—PLANT—
7,450	136	...	...	...	...	...	...	375	17	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
10,500	192	...	...	...	...	...	...	...	...	4. Station and office furniture.
						4,86,495	903			X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
						72,89,328	13,529			XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
1,92,155	3,512	...	...	...	...	...	...	...	...	2. Carriage and wagon.
		8,444	556	3,73,788	2,701	35,58,110	6,604			XII.—GENERAL CHARGES—
28,035	512	...	...	...	...	...	...	...	...	1. Direction or general.
2,21,701	4,051	...	...	...	...	...	...	46,284	2,091	2. Engineering.
28,372	519	...	...	...	...	...	...	7,134	322	3. Stores.
12,504	229	...	...	...	...	...	...	...	...	4. Audit and account.
8,411	154	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
79,53,759	1,45,354	3,24,153	21,340	74,88,390	54,108	5,47,30,248	1,01,582	8,09,768	36,691	TOTAL.

(*f*) Cost of rolling stock not available.
(*g*) Now forms a part of the Bombay, Baroda and Central India railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

Main head and sub-head.	STANDARD — STATE LINES CONSTRUCTED							
	BENGAL-NÁGPUR. (850·83 Miles.) (a) Half-year ending 30th June 1893.		INDIAN MIDLAND. (c) (677·35 Miles.) Half-year ending 31st December 1889.		GODHRA-RUTLAM. (115·50 Miles.) Half-year ending 31st December 1894.		RUTLAM-NÁGDÁ (25·24 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	14,96,327	1,738	9,03,173	1,335	1,71,597	1,486	8,587	340
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	5,97,139	694	4,93,480	728	16,529	143	399	16
III.—Formation—	1,38,48,881	16,087			56,31,642	48,759	1,52,158	6,029
1. Earthwork	...	...			...	...	...	...
2. Tunnels	...	...			...	...	...	...
IV.—Bridgework—	1,82,52,649	21,202			35,93,295	31,111	4,60,266	18,236
1. Large bridges	...	...						
2. Minor bridges	...	...	3,01,28,005	44,479	...	...	...	...
					...	...	...	...
V.—Fencing, &c.—	3,52,743	410			1,94,033	1,680	5,869	232
1. Fencing	...	...						
2. Road crossings	...	...			...	...	...	...
3. Mile and gradient posts					...	...	...	...
VI.—Electric telegraph	...	...			160	1	777	31
VII.—Ballast and permanent-way—	3,02,71,488	35,163	2,74,81,967	40,573	36,67,349	31,752	7,47,118	29,600
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	62,39,146	7,247	50,61,580	7,473	9,22,608	7,988	66,014	2,615
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	16,49,409	1,916	3,79,558	560	29,352	254	3,804	151
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—	1,50,06,497	17,431	57,65,284	8,511	...	...	...	...
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	57,60,667	6,692	37,85,858 (d)	5,589 (d)	6,65,423	5,759	72,958	2,891
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	6,53,185	759	2,52,950	372	...	...	...	...
Total	(b) 9,41,28,131	1,09,339	7,42,50,955	1,09,620	1,48,91,788	1,28,933	15,17,950	60,141

(a) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(b) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (₹2,609).
(c) Including the Sindia railway, which was constructed by the State.
(d) Including Government supervision, audit and control, and commissions, &c., on loans.

G—*continued.*

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES—*concld.*

BEZWADA EXTENSION. (21·47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		LATE SIND, PUNJAB AND DELHI. (*f*) (663·25 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1870.		OUDH AND ROHILKHAND. (691·07 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1887.		WASHERMENPET-ENNUR SECTION. (BEZWADA-MADRAS.) (8·45 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
15,319	714			6,84,160	990	2,263	268	I.—PRELIMINARY EXPENSES—
...	...	4,76,295	718	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
47,008	2,189	63,133	95	1,47,461	213	94,709	11,208	II.—LAND.
								III.—FORMATION—
		56,60,637	8,535					1. Earthwork.
		...	...					2. Tunnels.
								IV.—BRIDGEWORK—
2,76,516	12,879	1,52,21,433	22,950	2,87,63,062	41,621	1,08,361	12,824	1. Large bridges.
								2. Minor bridges.
								V.—FENCING, &c.—
		28,84,675	4,349					1. Fencing.
		4,04,816	610					2. Road crossings.
								3. Mile and gradient posts.
		7,08,907	1,069	46,128	67	...	...	VI.—ELECTRIC TELEGRAPH.
6,04,944	28,176			2,45,14,855	35,474	2,85,401	33,775	VII.—BALLAST AND PERMANENT-WAY—
...	...	46,84,475	7,063	...	...	...	...	1. Ballast.
...	...	2,65,32,834	40,004	...	...	...	...	2. Permanent-way.
2,58,221	12,027			91,14,451	13,189	56,320	6,665	VIII.—STATIONS AND BUILDINGS—
...	...	69,91,608	10,542	...	...	...	...	1. Stations and offices.
...	...	27,27,176	4,112	...	...	...	...	2. Workshops, store buildings, &c.
...	...	14,58,718	2,199	...	...	...	...	3. Staff quarters.
...	...	49,677	75	...	...	...	...	4. Station machinery.
8,990	419	12,61,606	1,902	19,62,808	2,840	8,653	1,024	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—FERRIES, &c.—
...	...	48,98,454	7,386	...	...	...	...	1. Ferries.
								2. Floating bridges.
20,384	949			1,44,51,552	20,912	...	...	XI.—ROLLING STOCK—
...	...	58,95,340	8,888	...	...	...	...	1. Locomotive.
...	...	1,06,73,511	16,093	...	...	...	...	2. Carriage and wagon.
1,15,977	5,402	81,99,624	12,363	83,26,389	12,049	18,736	2,217	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
(*e*) 13,47,359	62,755	9,87,92,919	1,48,952	8,88,68,152	1,28,595	5,74,443	67,981	TOTAL.

(*e*) Including R2,164 on account of receipts on capital account, which cannot be deducted from the several main heads.
(*f*) Now amalgamated with the North Western State railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

. STANDARD

NATIVE STATE LINES CONSTRUCTED BY THE GOVERNMENT OF INDIA.

Main head and sub-head.	KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		AMRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (57·11 Miles.) Half-year ending 31st December 1884.		RÁJPURA-BHÁTINDA. (107·94 Miles.) (b) Half-year ending 31st December 1889.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—								
1. Survey expenses	369	49	1,117	203	...	...	12,112	112
2. Plant	...	...	...	...	...	...	5,976	55
3. Establishment	...	...	...	...	...	...	41,334	383
II.—Land	...	...	2,450	446	13,152	230	(c) 14,758	137
III.—Formation—								
1. Earthwork	38,542	5,139	17,926	3,259	14,66,478	25,675	2,59,841	2,407
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—								
1. Large bridges	54,037	7,205	...	...	16,81,384	29,441	5,13,915	4,761
2. Minor bridges			58,880	10,706	1,67,168	2,927		
V.—Fencing, &c.—								
1. Fencing	7,215	962	2,042	371	17,713	310	75,674	701
2. Road crossings	8	1	255	46	25,145	440	1,08,689	1,007
3. Mile and gradient posts								
VI.—Electric telegraph	1,247	166	1,099	200	3,340	58	...	...
VII.—Ballast and permanent-way—								
1. Ballast	18,493	2,466	14,765	2,685	1,87,035	3,275	9,65,594	8,946
2. Permanent-way	2,56,936	24,258	2,58,552	47,009	14,54,617	25,470	29,28,299	27,129
VIII.—Stations and buildings—								
1. Stations and offices	7,233	964	15,412	2,802	1,12,005	1,961	3,41,696	3,166
2. Workshops, store buildings, &c.	3,277	437	634	115	...	...	7,509	70
3. Staff quarters	6,057	808	1,171	213	53,322	934	1,86,936	1,732
4. Station machinery	3,836	512	2,522	459	1,11,687	1,956	2,77,204	2,568
IX.—Plant—								
1. Engineering	3,096	413	2,636	479	3,752	66	47,910	444
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	76	10	176	32	2,553	45	35,644	330
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—								
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	316	42	60	11	...	...	...	...
XII.—General charges—								
1. Direction or general	...	...	...	...	1,11,768	1,957	37,123	344
2. Engineering	23,283	3,104	33,485	6,088	1,83,007	3,205	1,91,625	1,775
3. Stores	141	19	96	18	4,516	79	31,800	294
4. Audit and account	792	106	4,077	741	34,231	599	1,383	13
5. Medical and sanitation	...	...	...	...	3,189	56	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	4,24,954	56,661	4,27,355	75,883	(a) 56,32,823	(a) 98,691	(a) 60,84,715	(a) 56,371

(a) Less receipts on capital account.
(b) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(c) Including a debit of £7,200 against Provincial grant of ₹10,000.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.								NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		Main head and sub-head.
JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (15·92 MILES). HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD FIELDS. (19·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (*e*)		BINA-GOONA. (73·58 MILES.) HALF-YEAR ENDING 30TH JUNE 1896.		BHOPAL-UJJAIN. (112·82 MILES.) HALF-YEAR ENDING 30TH JUNE, 1897.		NAGDA-UJJAIN. (34·07 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1896.		
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	
23,937	1,504	(*f*) 6,719	672					10,938	315	I.—PRELIMINARY EXPENSES—
...	...	...	...	3,453	47	5,219	46	...	...	1. Survey expenses.
...	...	...	...	3,575	48	3,726	33	...	...	2. Plant.
...	...	...	...	50,603	688	85,813	761	...	...	3. Establishment.
...	...	(*f*) 13,492	1,340	...	...	2,771	25	...	...	II.—LAND.
33,896	2,129	(*f*) 1,24,379	12,438					1,33,583	3,853	III.—FORMATION—
...	...	...	...	4,58,653	6,233	8,06,340	7,147	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	...	...	2. Tunnels.
2,33,246	14,651	(*f*) 48,961	4,890					4,45,803	12,859	IV.—BRIDGEWORK—
...	...	...	...	9,01,022	12,246	11,81,889	10,176	...	...	1. Large bridges.
...	...	...	...	1,33,867	1,819	5,44,642	4,827	...	...	2. Minor bridges.
1,818	114	(*f*) 20,878	2,088					6,110	176	V.—FENCING, &c.—
...	...	...	...	1,95,341	2,655	56,888	504	...	...	1. Fencing.
...	...	...	...	36,089	491	13,372	119	...	...	2. Road crossings.
				1,642	22	2,254	20			3. Mile and gradient posts.
...	...	(*f*) 2,946	294	...	...	28,534	253	479	14	VI.—ELECTRIC TELEGRAPH.
5,39,566	33,892	(*f*) 3,24,494	32,449					12,60,685	36,362	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	2,66,774	3,626	4,00,722	3,552	...	...	1. Ballast.
...	...	...	...	22,44,457	30,503	33,04,744	29,292	...	...	2. Permanent-way.
1,05,946	6,655	(*f*) 77,316	7,732					53,525	1,545	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	1,19,610	1,626	1,22,782	1,088	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	29,816	405	64,101	568	...	...	3. Staff quarters.
...	...	...	...	1,08,143	1,470	1,51,829	1,346	...	...	4. Station machinery.
54,461	3,421	(*f*) 5,687	569					1,228	35	IX.—PLANT—
...	...	...	...	1,604	22	4,795	43	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	3,712	50	10,070	89	...	...	4. Station and office furniture.
...	...	...	...	...	...	...	...	...	...	X.—FERRIES, &c.— 1. Ferries. 2. Floating bridges.
...	...	...	...	...	...	...	...	...	...	XI.—ROLLING STOCK—
...	...	...	...	22,259	302	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	...	...	...	...	2. Carriage and wagon.
66,598	4,183	(*f*) 34,825	3,482					1,58,900	4,583	XII.—GENERAL CHARGES—
...	...	...	...	1,50,094	2,040	2,12,731	1,885	...	...	1. Direction or general.
...	...	...	...	2,08,130	2,829	3,82,164	3,385	...	...	2. Engineering.
...	...	...	...	10,763	146	33,000	292	...	...	3. Stores.
...	...	...	...	18,416	250	40,419	358	...	...	4. Audit and account.
...	...	...	...	24,097	336	33,095	294	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	...	...	Loss by Exchange.
(*d*) 10,59,468	(*d*) 66,549	(*f*) & (*g*) 6,44,564	64,456	(*h*) 49,98,917	(*h*) 67,938	(*i*) 74,85,525	(*i*) 66,349	20,71,251	59,742	TOTAL.

(*d*) Including the outlay incurred on the Tawi bridge, which is not to be completed as a railway work.
(*e*) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd-half of 1894.
(*f*) Approximate.
(*g*) Excluding receipts on capital account, ₹19,053, but including ₹4,070 expended by the Madras Railway Company, not included in any of the above heads.
(*h*) Including ₹6,197 on account of interest on capital expenditure incurred by the Indian Midland railway on capital works executed in Bina station yard not included in any of the above heads.
(*i*) Excluding ₹6,375 on account of receipts on capital account, which cannot be deducted from the several sub-heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

STATE LINES CONSTRUCTED

Main head and sub-head.	BENGAL AND NORTH-WESTERN. (Tirhoot section.) (240·57 Miles.) Half-year ending 30th June 1892.		RAJPUTANA-MALWA. (1,411·00 Miles.) Half-year ending 30th June 1885.		CAWNPORE-ACHNERA. (260·65 Miles.) (b) Half-year ending 31st December 1889.		SOUTHE RN MAHRATTA (Mysore section.) (c) (296·00 Miles.) Half-year ending 31st December 1889.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	1,83,608	539					2,95,941	1,000
1. Survey expenses	...	...	5,05,727	358	12,744	49	...	...
2. Plant	...	...	83,116	59	2,252	9	...	...
3. Establishment	...	...	16,11,838	1,142	56,582	217	...	...
II.—Land	8,64,045	2,537	8,36,218	593	2,37,395	911	68,825	232
III.—Formation—	10,70,740	3,144						
1. Earthwork	...	...	62,20,489	4,409	5,13,612	1,970		
2. Tunnels	...	...	4,28,063	303	...	...		
IV.—Bridgework—	40,54,395	11,905						
1. Large bridges	...	...	1,56,62,747	11,100	12,11,115	4,647	43,05,769	14,546
2. Minor bridges	...	...	40,92,720	2,901	4,58,833	1,760		
V.—Fencing, &c.—	8,98,687	2,639						
1. Fencing	...	...	9,05,230	642	2,04,379	784		
2. Road crossings	...	...	5,55,095	393	1,04,924	403		
3. Mile and gradient posts								
VI.—Electric telegraph	...	...	15,972	11	2,469	9		
VII.—Ballast and permanent-way—	79,17,464	23,248					50,74,212	17,143
1. Ballast	...	...	38,68,803	2,742	6,81,843	2,616	...	...
2. Permanent-way	...	...	2,78,76,953	19,756	38,90,417	14,926	...	...
VIII.—Stations and buildings—	30,55,423	8,971					9,21,417	3,113
1. Stations and offices	...	...	42,53,692	3,015	4,33,311	1,662	...	...
2. Workshops, store buildings, &c.	...	...	18,08,935	1,282	1,17,724	452	...	...
3. Staff quarters	...	...	46,80,834	3,317	3,27,500	1,256	...	...
4. Station machinery	...	...	33,91,100	2,403	4,12,999	1,585	...	...
IX.—Plant—	5,77,580	1,696					2,82,087	953
1. Engineering	...	...	10,21,797	724	15,085	58	...	...
2. Locomotive	...	...	6,81,691	483	79,760	306	...	...
3. Carriage and wagon	...	...	1,96,806	140	46,599	179	...	...
4. Station and office furniture.	...	...	5,84,665	414	63,781	244	...	...
X.—Ferries, &c.—	5,53,048	1,624						
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							20,87,381	7,052
1. Locomotive	6,18,124	1,815	64,84,266	4,596	5,94,955	2,282	...	...
2. Carriage and wagon	16,49,660	4,844	1,01,01,934	7,159	10,65,690	4,089	...	...
XII.—General charges—	13,64,597	4,007					8,64,580	2,921
1. Direction or general	...	...	14,56,740	1,032	1,62,443	622	...	...
2. Engineering	...	...	45,88,107	3,252	3,79,333	1,455	...	...
3. Stores	...	...	7,04,911	499	38,169	147	...	...
4. Audit and account	...	...	5,62,788	399	39,234	151	...	...
5. Medical and sanitation	...	...	2,56,498	182	166	1	...	...
Loss by Exchange	7,04,770	2,069	...	...	3,65,480	1,402	...	...
Total	2,35,12,141	69,038	(a) 10,33,31,793	(a) 73,234	1,15,18,785	44,192	1,39,00,212	46,960

(a) Less receipts on capital account.
(b) This now forms a part of the Rajputana-Malwa railway.
(c) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.

G—*continued.*

the half-year in which the last open section of each separate project was completed— contd.

GAUGE.

BY THE STATE.

ROHILKUND AND KUMAON. (LUCKNOW-BAREILLY SECTION.) (d) (·938 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		EASTERN BENGAL STATE. (NORTHERN SECTION.) (249·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1884.		EASTERN BENGAL STATE. (DACCA SECTION.) (36·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL STATE. (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		MAIN HEAD AND SUB-HEAD.
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
1,63,458	824	96,768	389	1,27,838	1,487			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	88,703	567	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
1,69,729	856	8,15,722	3,276	4,46,381	5,190	3,18,580	2,036	II.—LAND.
3,88,907	1,960							III.—FORMATION—
...	...					13,63,596	8,713	1. Earthwork.
...	...					...	...	2. Tunnels.
6,29,686	3,174							IV.—BRIDGEWORK—
...	...					31,07,753	19,858	1. Large bridges.
...	...	57,17,876	22,963	13,68,484	15,913	4,35,158	2,780	2. Minor bridges.
1,00,260	505							V.—FENCING, &c.—
...	...					2,76,012	1,725	1. Fencing.
...	...					1,48,637	950	2. Road crossings.
								3. Mile and gradient posts.
...	...					18,903	121	VI.—ELECTRIC TELEGRAPH.
31,64,971	15,954	54,77,900	22,000	17,22,430	20,028			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	10,37,935	6,632	1. Ballast.
...	...	...	...	...	...	24,46,495	15,619	2. Permanent-way.
7,11,247	3,585	26,29,765	10,561	10,44,473	12,145			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	3,24,569	2,074	1. Stations and offices.
...	...	...	...	...	...	18,829	120	2. Workshops, store buildings, &c.
...	...	...	...	...	...	3,32,151	2,122	3. Staff quarters.
...	...	...	...	...	...	2,22,167	1,420	4. Station machinery.
2,09,267	1,055	8,66,514	3,480	2,56,056	2,977			IX.—PLANT—
...	...	...	...	...	...	1,82,770	1,168	1. Engineering.
...	...	...	...	...	...	45,466	291	2. Locomotive.
...	...	...	...	...	...	287	2	3. Carriage and wagon.
...	...	...	...	...	...	26,348	168	4. Station and office furniture.
		4,47,948	1,795					X.—FERRIES, &c.—
...	...	...	...	...	...	10,417	67	1. Ferries.
								2. Floating bridges.
		24,46,682	9,826	7,04,760	8,195			XI.—ROLLING STOCK—
4,38,645	2,211	...	...	...	...	1,75,721	1,123	1. Locomotive.
6,95,911	3,568	...	...	...	...	7,88,873	5,041	2. Carriage and wagon.
3,97,663	2,005	21,94,569	8,814	3,47,809	4,044			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,82,507	1,166	1. Direction or general.
...	...	...	...	...	...	4,51,599	2,886	2. Engineering.
...	...	...	...	...	...	45,062	288	3. Stores.
...	...	...	...	...	...	48,281	308	4. Audit and account.
...	...	...	...	...	...	18,953	121	5. Medical and sanitation.
42,150	212	...	...	...	...	1,35,847	868	Loss by Exchange.
(e) 71,52,923	(e) 36,057	2,06,92,844	83,104	60,18,231	69,979	(a) 1,22,28,381	(a) 78,137	TOTAL.

(d) Of this length, 58 miles, Gola Gokaran Nath to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.
(e) Including R41,029 on account of interest on capital during construction not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

STATE LINES CONSTRUCTED BY THE STATE—*concld.*

Main head and sub-head.	EASTERN BENGAL STATE, (Barsoi-Kissengunge Extension.) (35·54 Miles.) Half-year ending 31st December 1893.		CAWNPORE-BURHWAL. (Metre Gauge line.) (79·60 Miles.) Half-year ending 30th June 1897.		BURMA. (327·00 Miles.) (b) & (c) Half-year ending 31st December 1885.		TOUNGOO-MANDALAY. (222·50 Miles.) (c) & (d) Half-year ending 30th June 1889.		MU VALLEY. (e) (351·77 Miles.) Half-year ending 30th June 1896.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	4,195	118	31,729	399	2,87,279	878	1,71,254	770	5,06,959	1,441
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	90,277	2,540	57,267	719	2,71,658	831	3,16,981	1,421	1,88,766	537
III.—Formation—	3,92,140	11,034	1,37,429	1,726					35,48,524	10,088
1. Earthwork	...	...	...	...	32,40,803	9,911			...	...
2. Tunnels	...	...	...	...	...	...			...	...
IV.—Bridgework—	3,97,931	11,197	2,65,683	3,338					34,35,317	9,766
1. Large bridges	...	...	...	...	13,89,139	4,248			...	...
2. Minor bridges	...	...	...	...	31,21,404	9,545	65,78,182	29,565	...	...
V.—Fencing, &c.—	29,106	819	1,00,402	1,261					1,09,230	310
1. Fencing	...	...	...	...	10,87,600	3,326			...	...
2. Road crossings	...	...	...	...	3,00,316	918			...	...
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	...	...	655	2			9,237	26
VII.—Ballast and permanent-way—	5,15,941	14,517	12,06,147	15,153			57,83,275	25,992	62,31,988	17,716
1. Ballast	...	...	...	...	22,77,119	6,964	...	...	...	...
2. Permanent-way	...	...	...	...	52,55,352	16,071	...	...	...	...
VIII.—Stations and buildings—	85,917	2,418	2,96,843	3,729			18,22,563	8,191	15,01,294	4,268
1. Stations and offices	...	...	...	...	12,96,933	3,966	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	5,07,975	1,554	...	...	...	...
3. Staff quarters	...	...	...	...	5,03,899	1,541	...	...	...	...
4. Station machinery	...	...	...	...	6,79,480	2,078	...	...	...	...
IX.—Plant—	8,580	241	4,752	60			4,16,257	1,871	1,26,644	360
1. Engineering	...	...	...	...	4,44,418	1,359	...	...	...	...
2. Locomotive	...	...	...	...	1,89,895	581	...	...	...	...
3. Carriage and wagon	...	...	...	...			...	...	...	...
4. Station and office furniture.	...	...	...	...	85,699	262	...	...	...	...
X.—Ferries, &c.—			...	...					6,38,904	1,816
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—			...	...	35,62,697	10,895	33,94,051	15,254	25,09,120	7,133
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General Charges—	21,626	608	1,02,719	1,290			14,67,669	6,596	27,37,681	7,783
1. Direction or general	...	...	...	...	2,27,935	697	...	...	...	...
2. Engineering	...	...	...	...	15,00,406	4,588	...	...	...	...
3. Stores	...	...	...	...	1,34,322	411	...	...	...	...
4. Audit and account	...	...	...	...	1,44,798	443	...	...	...	...
5. Medical and sanitation	...	...	...	...	22,311	68	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	(a) 15,45,713	(a) 43,492	22,02,971	27,675	2,65,32,093	81,137	1,99,49,332	89,660	2,15,43,664	61,244

(a) Less receipts on capital account.
(b) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.
(c) The working of this line has been transferred to a company from the 1st September 1896.
(d) Excluding the Meiktila branch.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

STATE LINES CONSTRUCTED BY COMPANIES.								
PÁLANPUR-DEESA. (17·28 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		SOUTHERN MAHRATTA. (1,043·70 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		GUNTAKAL-MYSORE FRONTIER. (119·59 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		SOUTH INDIAN.(e) (1,042·16 MILES.) HALF-YEAR ENDING 30TH JUNE 1893.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
£	£	£	£	£	£	£	£	
1,991	115	10,90,911	1,045	59,327	497	10,24,302	983	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
...	...	10,25,442	982	18,716	157	3,80,376	365	II.—LAND.
62,837	3,636	1,88,17,573	18,039	7,82,349	6,547	55,18,444	5,295	III.—FORMATION—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311	IV.—BRIDGEWORK—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
4,984	288	13,47,210	1,291	51,883	434	15,61,664	1,499	V.—FENCING, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
								3. Mile and gradient posts.
...	...	...	...	1,440	12	88,234	85	VI.—ELECTRIC TELEGRAPH.
1,87,859	10,872	2,15,49,413	20,647	18,22,300	15,249	1,88,98,790	18,134	VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
26,583	1,538	94,23,387	9,029	3,96,884	3,321	70,65,284	6,779	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
		99,03,576	9,489					XI.—ROLLING STOCK—
...	...	...	...	...	...	43,29,145	4,154	1. Locomotive.
...	...	...	...	...	...	71,77,141	6,887	2. Carriage and wagon.
14,076	815	63,63,170	6,097	6,13,786	5,136	82,09,263	7,877	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	4,91,090	471	...	...	2,42,360	233	Loss by Exchange.
3,63,953	21,062	9,09,53,991	87,146	(d) 58,32,085	(a) 48,804	(f) 7,22,46,450	69,324	TOTAL.

(e) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(f) Including Rs.11,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES—*concld.*		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.					
	MÁYAVARAM-MUTUPET. (*a*) (53·99 Miles.) Half-year ending 30th June 1894.		JODHPUR-BIKANER. (*b*) (Jodhpur section.) (320·50 Miles.) Half-year ending 30th June 1893.		JODHPUR-BIKANER. (Bikaner section.) (43·50 Miles.) Half-year ending 31st December 1901.		BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR. (329·16 Miles.) (*c*) Half-year ending 31st December 1900.	
	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	*R*	*R*	*R*	*R*	*R*	*R*	*R*
I.—Preliminary expenses—	16,099	298	41,739	130	7,826	180	1,19,442	363
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land—	1,91,105	3,540	1,007	3	...	...	...	...
III.—Formation—	2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	7,24,088	13,412	2,13,095	665	2,500	57	41,19,819	12,516
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	17,473	324	5,087	16	105	2	71,451	217
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...
3. Mile and gradient posts	...	...	...	...	...	...	...	...
VI.—Electric Telegraph	2,173	40	36,682	114	...	...	10,425	32
VII.—Ballast and permanent-way—	6,90,875	12,796	43,46,594	13,562	13,42,378	30,859	49,16,242	14,935
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	13,254	245	49,591	155	1,033	24	3,52,828	1,072
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							21,57,548	6,555
1. Locomotive	...	...	3,56,481	1,112	...	...	...	...
2. Carriage and wagon	...	...	6,41,179	2,001	...	...	...	...
XII.—General charges—	2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	22,62,841	41,912	63,51,495	19,817	14,32,706	32,936	1,64,45,102	49,961

(*a*) *Funds were provided in nearly equal portions by* the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(*b*) The section from Khanchi to Pálí was constructed by the Jodhpur Darbar.
(*c*) Excluding 4·50 miles of dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágad-Porbandar railway.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.

MYSORE-NANJANGÚD. (15·25 Miles.) (*d*) Half-year ending 31st December 1892.		JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1893.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1893.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
₹	₹	₹	₹	₹	₹	
15,069	988	14,255	308	66,294	1,291	I.—Preliminary expenses—
...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	3. Establishment.
5	...	10,080	218	23,744	462	II.—Land.
1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	III.—Formation—
...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	2. Tunnels.
83,294	5,462	1,88,891	4,086	5,41,178	10,539	IV.—Bridgework—
...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	2. Minor bridges.
14,741	967	37,726	816	68,497	1,334	V.—Fencing, &c.—
...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	2. Road crossings.
						3. Mile and gradient posts.
...	...	...	...	...	...	VI.—Electric telegraph.
2,44,401	16,026	6,44,743	13,947	8,66,865	16,881	VII.—Ballast and permanent-way—
...	...	...				1. Ballast.
...	...	...	...	...	...	2. Permanent-way.
			...	...	...	
57,918	3,798	1,01,673	2,199	1,13,371	2,208	VIII.—Stations and buildings—
...	...	...	...			1. Stations and offices.
...	...	...	...	...	...	2. Workshops, store buildings, &c.
				...	...	
...	...	...	...			3. Staff quarters.
...	...	...	...	...	...	4. Station machinery.
				...	...	
5,718	375	18,125	392	40,445	788	IX.—Plant—
...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	4. Station and office furniture.
						X.—Ferries, &c.—
...	...	...	...	...	...	1. Ferries.
						2. Floating bridges.
						XI.—Rolling stock—
...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	2. Carriage and wagon.
40,384	2,648	69,986	1,514	1,32,567	2,582	XII.—General charges—
...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	Loss by Exchange.
5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	Total.

(*d*) Opened for traffic on the 1st December 1891, but no separate account was received until the 2nd half of 1892.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE GAUGE—*concld.*

Main head and sub-head.	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES—*concld.*						NATIVE STATE LINES CONSTRUCTED BY COMPANIES.			
	UDAIPUR-CHITOR. (a) (61·50 Miles.) Half-year ending 31st December 1895.		JÁMNAGAR. (50·29 Miles.) Half-year ending 30th June 1897.		DHRÁNGADRÁ. (b) (20·83 Miles.) Half-year ending 31st December 1898.		GAEKWAR'S MEHSÁNA. (92·63 Miles.) Half-year ending 31st December 1891.		KOLHÁPUR. (29·07 Miles.) (c) Half-year ending 30th June 1892.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
I.—Preliminary expenses—	6,940	115	19,168	381	5,814	279	10,385	112	13,858	477
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—Land	...	...	...	...	542	26	...	...	9,821	338
III.—Formation—	1,57,552	2,604	1,99,716	3,971	62,173	2,985	2,65,898	2,871	2,64,480	9,098
1. Earthwork	...	...	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—Bridgework—	1,56,086	2,580	4,48,834	8,925	48,314	2,319	4,61,777	4,985	10,91,301	37,540
1. Large bridges	...	...	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	8,618	142	24,983	497	4,654	223	50,501	545	41,709	1,435
1. Fencing	...	...	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...	...	...
3. Mile and gradient posts										
VI.—Electric telegraph	...	...	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way—	8,16,780	13,580	7,55,796	15,029	3,13,566	15,054	16,43,851	17,746	5,21,575	17,942
1. Ballast	...	...	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	1,19,133	1,969	1,50,400	2,991	75,589	3,629	3,47,640	3,753	2,24,995	7,740
1. Stations and offices	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...	...	...
IX.—Plant—	6,645	110	26,230	521	8,826	424	29,870	323	6,981	240
1. Engineering	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...	...	...
X.—Ferries, &c.—					...	...				
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—Rolling stock—	2,25,008	3,719	2,66,484	5,299	...	...	16,026	173		
1. Locomotive	...	...	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
XII.—General charges—	78,038	1,290	78,943	1,570	23,752	1,140	78,102	843	1,17,746	4,050
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
Total	5,74,800	26,029	19,70,554	39,184	5,43,230	26,079	29,04,050	31,351	22,92,466	78,860

(a) The line was not fully completed when opened for traffic. The additional sum of ₹2,97,500 since incurred on the line has therefore been included in the details.
(b) Opened for traffic on the 7th June 1898, but no capital account was received until the second-half of 1898.
(c) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.

G—*concluded.*

end of the half-year in which the last open section of each separate project was completed—concld.

SPECIAL GAUGES.								
STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		NATIVE STATE LINE CONSTRUCTED BY A COMPANY.		
KAUNIA-DHARLLA. (37·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORHÁT. (30·66 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (23·12 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		(RAJPIPLA, ANKLESVAR-RAJ PARDI SECTION.) (56·03 MILES, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1897.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
910	25	388	13	9,764	441			I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	3,716	195	1. Survey expenses.
...	...	...	...	...	...	1,585	83	2. Plant.
...	...	...	...	...	...	8,221	432	3. Establishment.
14,432	390	4,728	155	10,046	454	...	...	II.—LAND.
								III.—FORMATION—
				82,400	3,725	86,675	4,555	1. Earthwork.
				...	...	...	...	2. Tunnels.
								IV.—BRIDGEWORK—
				31,560	1,427	1,28,560	6,756	1. Large bridges.
				27,996	1,266	96,525	5,072	2. Minor bridges.
88,841	2,401	1,18,590	3,875					
								V.—FENCING, &C.—
				...	...	1,189	62	1. Fencing.
				913	41	4,322	227	2. Road crossings.
								3. Mile and gradient posts.
				...	...	...	...	VI.—ELECTRIC TELEGRAPH.
4,98,680	13,478	3,09,346	10,109					VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	29,898	1,571	1. Ballast.
...	...	...	...	3,02,756	13,687	1,36,662	7,181	2. Permanent-way.
21,470	580	62,578	2,045					VIII.—STATIONS AND BUILDINGS—
...	...	...	...	10,474	473	16,038	843	1. Stations and offices.
...	...	...	...	4,362	197	...	...	2. Workshops, store buildings, &c.
...	...	...	...	6,017	272	12,900	678	3. Staff quarters.
...	...	...	...	10,081	456	27,202	1,429	4. Station machinery.
8,444	228	20,606	673					IX.—PLANT—
...	...	...	...	6,411	290	1,417	74	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	647	29	4,130	217	4. Station and office furniture.
1,20,677	3,261							X.—FERRIES, &C.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
1,60,637	4,342	1,18,901	3,886					XI.—ROLLING STOCK—
...	...	...	...	30,890	1,396	66,664	3,503	1. Locomotive.
...	...	...	...	45,722	2,067	49,534	2,603	2. Carriage and wagon.
8,291	224	36,622	1,197					XII.—GENERAL CHARGES—
...	...	...	...	1,211	55	543	29	1. Direction or general.
...	...	...	...	44,922	2,031	34,917	1,835	2. Engineering.
...	...	...	...	1,410	64	264	14	3. Stores.
...	...	...	...	1,207	55	527	28	4. Audit and account.
...	...	...	...	3,498	158	517	27	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
9,22,382	24,929	6,71,759	21,953	(d) 6,34,741	(d) 28,695	7,11,996	37,414	TOTAL.

(d) Including R2,454 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1892-93 to 1898-99 the mileage and the actual amounts closed, as also the Budget and Revised*

RAILWAY.	1892-93.				1893-94.				1894-95.			
	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
		£	£	£		£	£	£		£	£	£
East Indian (*a*)	1,610½	11,45,000	12,79,000	13,25,919	1,610½	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,82,382
Rajputana-Malwa railway system	1,674	3,00,000	7,35,000	6,01,212	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889
Godhra-Rutlam-Nágdá	...	...	...	...	...	...	...	...	...	...	...	...
Bhopal-Itárst (British section)	13	2,70,000	2,70,000	2,69,814	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741
Warora colliery	...	2,62,000	—4,000	9,918	...	4,76,000	1,06,600	1,12,597	...	5,00,000	4,34,000	3,97,944
Wardha Coal	(*b*) 45	15,000	7,000	6,493	45	15,000	...	...	45	20,000	...	...
Umaria colliery	...	50,000	1,000	37,608	...	55,000	—43,700	—42,470	...	44,000	52,000	42,989
Burmá State	558½	3,00,000	3,66,000	2,32,568	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467
Eastern Bengal State (*c*)	777	18,06,900	13,37,000	8,94,965	812½	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680
Tirhoot	341½	2,25,000	12,40,000	12,48,004	341½	1,98,000	1,83,000	1,24,598	341½	8,00,000	5,05,000	2,58,104
Oudh and Rohilkhand State	692½	5,85,600	—2,43,000	—1,97,052	741	13,99,000	13,28,500	11,90,862	796½	7,43,000	16,65,000	15,72,103
Cawnpore-Burhwal (metre gauge link)	...	...	...	...	...	...	...	...	...	...	...	...
North Western State (*f*)	2,427½	17,17,700	18,49,000	18,30,046	2,427½	8,67,000	16,08,000	12,43,986	2,429½	21,28,000	18,20,000	18,39,009
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	...	...	...	...
South Indian	1,042½	13,70,000	9,86,000	7,74,489	1,041½	11,37,000	7,25,000	7,50,345	1,041½	6,00,000	2,00,000	1,85,032
East Coast State	...	...	...	...	...	...	...	...	...	...	...	...
Bezwáda extension	21½	10,000	5,000	4,809	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405
Madras-Ennór section (Bezwada-Madras)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	70,000	38,000	30,684	145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040
TOTAL	9,348½	81,27,200	78,66,000	70,69,477	9,451½	85,99,000	1,08,18,800	1,01,15,415	9,569½	97,85,000	1,09,97,000	1,05,20,445

* For information relating to earlier years, see Appendix H to part II of the Administration report for 1894-95.
(*a*) Including expenditure on the Dildárnagar-Ghazipur, Patna-Gya and Nalhátí railways.
(*b*) Excluding 1¼ miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal railway to the Great Indian Peninsula Railway Company.

H.

expended on capital account on State railways (open lines) the construction estimates of which have been estimate figures for the same period.

1895-96.				1896-97.				1897-98.				1898-99.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	₹	₹	₹		₹	₹	₹		₹	₹	₹		₹	₹	₹
1,700½	31,00,000	55,59,000	52,11,142	1,701½	85,00,000	68,00,000	64,94,213	1,705	1,05,00,000	1,20,00,000	1,28,94,201	1,712½	1,62,65,000	1,45,00,000	1,25,59,625
1,674	6,36,000	10,29,000	9,97,944	1,674	6,06,000	3,50,000	−1,81,783	1,674	(h) 6,55,000	(h) 1,50,000	(h) 14,938	1,674	15,00,00	6,63,000	−2,41,748
...	...	...	...	115½	(c) 3,32,000		(c) 1,58,257	141			1,12,386	141			1,26,652
13	75,000	51,000	47,728	13	30,000	30,000	28,729	13	20,000	13,000	21,239	13	10,000	54,000	18,638
...	1,84,000	−70,000	−81,610	...	1,35,000	−67,000	−60,613	...	−18,000	−70,000	−76,031	...	−4,000	−63,000	−71,508
45	1,05,000	7,000	3,103	45	75,000	7,000	5,532	45	75,000	...	...	45	70,000	...	...
...	52,000	53,000	56,573	...	54,000	82,000	71,136	...	41,000	33 000	25,334	...	37,000	−71,000	−70,145
577½	−89,000	−1,10,000	−64,767	577½	4,28,000	(d) 1,39,000	(d) 1,34,884	...	...	...	...	...	...	...	...
813¾	17,00,000	14,16,000	14,25,285	814¼	40,75,000	44,89,000	42,46,738	818	27,25,000	34,88,000	39,94,223	820½	32,97,000	22,78,000	18,06,309
341¾	7,00,000	6,03,800	5,08,239	341¾	3,25,000	2,41,000	1,17,122	341¾	11,00,000	3,50,000	2,55,572	341¾	12,00,000	15,70,000	11,49,707
797¼	16,43,000	13,59,000	12,23,762	812½	8,38,000	6,31,000	4,07,370	812½	7,85,000	4,37,000	3,73,845	950¾	16,50,000	15,79,000	11,10,888
...	...	...	...	...	...	...	...	(i) 79½			17,301	79½			
2,439¾	8,40,000	19,01,000	17,10,598	2,440½	28,99,000	42,50,000	47,76,794	2,551½	4,27,000	−17,71,000	−19,88,421	2,817½	48,05,000	43,11,000	39,65,065
119½	50,000	20,000	17,947	119½	40,000	20,000	17,675	119½	10,000	2,000	1,321	119½	20,000	−4,000	−3,780
1,041½	8,50,000	4,50,000	3,82,340	1,041½	5,00,000	1,50,000	1,49,527	1,046½	5,00,000	−2,70,000	−3,01,265	1,018	−18,44,000	−20,00,000	−19,58,795
...	...	...	...	...	...	...	...	...	...	...	...	549	6,00,000	6,00,000	5,68,002
20½	(g)	(g)	3,887	20½	(g)	(g)	1,761	20½	(g)	(g)	61,120	20½			
9	3,00,000	4,30,000	4,01,865	8½	...	10,000	9,606	8½	20,000	20,000	15,543	8½	...	2,000	970
145½	2,86,000	2,16,000	1,40,209	145½	40,000	25,000	20,444	145½	75,000	20,000	17,758	145½	55,000	55,000	29,601
9,738½	99,32,000	1,29,95,000	1,19,83,747	9,870	1,88,77,000	1,72,59,000	1,63,97,592	9,516½	1,69,65,000	1,44,02,000	1,55,99,474	10,447	2,76,61,000	2,34,24,000	1,89,89,483

(c) Godhra-Ruttam section only.
(d) Outlay from the 1st April to 31st August 1896, after which date the working of the line was made over to the Burma Railways Company.
(e) Including outlay on sidings and extensions which cannot be separated.
(f) Excluding expenditure on troop traffic works and gradient improvements from 1892-93, and on the Sukkur bridge during 1892-93.
(g) Amalgamated with the East Coast State railway.
(h) Including Pálanpur-Deesa railway.
(i) Including 16¾ miles from Burhwal to Bara Banki and half a mile on the Cawnpore bridge laid on a mixed gauge.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.*	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XII.—North Western.	XIV.—Oudh and Rohilkhand.	XV.—Eastern Bengal.	XVI.—Calcutta Port Commissioners'.	XVII.—East Coast.	XIX.—Great Indian Peninsula.*	XX.—Bombay, Baroda and Central India.	XXI.—Madras.	XXXIII.—The Nizam's Guaranteed State.	Total.
	Locomotives.														
1	Mail, special	...	...	18	...	99	29	...	...	...	...	...	41	...	146
2	Passenger, ordinary	119	22	6	36	239	10	83	...	...	127	34		13	730
3	Goods	513		90	69	269	124	16	...	...	362	106	69	37	1,655
4	Incline, special	...	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	11	...	4	20	9	...	5	8	3	42	3	18	...	81
6	Local traffic, shunting and ballast	...	...	...	...	4	6	...	...	...		24	...	...	76
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	...	(a) 4	...	...	...	68	...	7	40	...	119
	Total	643	22	118	125	644	169	104	8	71	605	174	168	50	2,901
	Coaching vehicles.														
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	...	...	12	...	(b) 1	...	...	...	...	(b) 2	...	15
3	Saloons, dining bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
4	Saloons, ordinary	...	2	...	...	...	...	(c) 12	...	...	...	11	(e) 32	2	59
5	Reserved carriages	32	...	6	1	47	14	...	...	...	...	10	...	4	114
6	Family carriages	...	...	...	5	...	2	...	...	...	...	...	...	...	7
7	Attendants' carriages	...	...	...	...	2	...	...	...	...	...	...	...	...	2
8	Inspection carriages	...	...	...	...	...	...	...	...	5	...	...	(e) 3	...	8
9	First class carriages — Ordinary	76	3	8	22	96	41	(d) 13	...	15	90	(e) 7	...	9	380
	First class carriages — Bogie	2	...	...	...	...	...	...	...	...	...	...	...	...	2
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	116	5	14	28	157	57	26	...	20	90	28	37	15	593

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 1 saloon dining bogie, 2 first class bogies, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office and 2 brake vans (41 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{7}{16}$th share in this stock.

I.

and metre gauge railways on the 31st December 1898.

METRE GAUGE.																	
STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.					
XL.—Bengal and North-Western—Tirhoot section. Company's section.	XLII.—Rajputana-Malwa.	XLIV.—Southern Mahratta.	XLVI.—Mysore section (Southern Mahratta).	XLVII.—South Indian.	XLIX.—Assam-Bengal.	L.—Burma.	LI.—Eastern Bengal—Northern, Behar and Dacca sections.	LIV.—Deoghur.	LVII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Doears.	LX.—Dibru-Sadiya.	LXXI.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXII.—Udaipur-Chitor.	LXXIII.—Bhavnagar-Gondal-Junagad-Porbandar.	LXXV.—Jámnagar.	TOTAL.	Progressive number.	REMARKS.
...	35	...	...	...	...	...	...	...	...	...	...	...	...	...		35	1	
36	110	26	...	69	40	18	17	3	8	4	10	17	2	33	1	294	2	(*a*) These engines belonged to the metre gauge portion of the old Bolan railway (Quetta loop) and the Ferozepore tramway.
118	244	147	37	131		117	65		15		4					978	3	
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...		3	4	(*b*) These are six-wheeled carriages.
1	...	2	4	8	12	6	2	...	3	...	4	...	...	...	...	42	5	(*c*) Of these, two are six-wheeled carriages.
...	29	...	...	...	1	...	...	...	1	...	...	...	...	...	...	31	6	(*d*) These are sleeping carriages.
...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	9	7	(*e*) Of these, one is a six-wheeled carriage.
155	418	178	41	208	53	150	84	3	27	4	18	17	2	33	1	1,392		(*f*) Of these, five are six-wheeled carriages.
																		(*g*) On bogie frames.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(*h*) Of these, two are six-wheeled carriages and four carriages are on bogie frames.
3	6	...	3	1	...	(*g*) 1	(*g*) 2	...	...	...	...	...	...	...	...	16	2	(*i*) Of these, two are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	(*j*) Of these, eight are six-wheeled carriages.
(*c*) 11	...	...	...	3	...	...	(*i*) 16	...	...	1	...	2	...	2	...	35	4	(*k*) These are Inspector's vans.
4	...	(*b*) 5	3	3	...	(*h*) 24	...	...	5	...	...	...	...	(*l*) 7	...	51	5	(*l*) Of these, one is a bogie carriage.
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	6	
...	...	...	...	...	...	2	3	...	...	...	...	...	...	...	...	5	7	
...	10	...	...	...	8	...	...	...	(*b*) 1	...	(*k*) 2	...	...	...	...	21	8	
(*f*) 21	116	15	4	19	1	34	(*j*) 12	...	11	...	...	6	...	13	2	254	9	
...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	2		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
39	132	20	10	26	9	61	35	...	17	1	2	8	1	22	2	385		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													Total.
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nagpur.	IV.—Indian Midland.	XII.—North Western.	XIV.—Oudh and Rohilkhand.	XV.—Eastern Bengal.	XVI.—Calcutta Port Commissioners'.	XVII.—East Coast.	XIX.—Great Indian Peninsula.	XX.—Bombay, Baroda and Central India.	XXI.—Madras.	XXXIII.—The Nizam's Guaranteed State.	
	COACHING VEHICLES—*continued.*														
	Brought forward	116	5	14	28	157	57	26	...	20	90	28	37	15	593
11	Composite, first and second class carriages — Ordinary	62	4	25	44	91	47	48	...	15	64	17	44 (g)	10	471
	Bogie	7	...	...	...	25	...	...	...	...	...	9	...	...	41
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Six-wheeled	...	...	...	...	...	...	...	...	...	...	4	...	...	4
12	Composite, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	...	2	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Composite, first, second and third class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	10	...	...	...	...	...	...	1	...	11
	Ambulance	...	... (b)	... (a)	...	...	... (d)	...	...	...	...	...	...	...	...
14	Other composite carriages — Ordinary	(a) 1	2	4	...	...	5	...	...	...	...	...	...	...	12
	Bogie	(b) 9	..	...	...	...	...	...	...	...	...	...	...	...	9
	Ambulance	...	...	...	...	...	...	... (e)	...	...	...	...	...	...	...
15	Second class carriages — Ordinary	88	3	15	22	58	29	12	...	20	157	38	70	8	560
	Bogie	...	...	...	...	...	...	...	...	...	...	1	...	...	1
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Second class carriages with postal accommodation — Ordinary	...	...	...	...	...	...	...	...	...	22	...	...	...	22
	Bogie	...	...	...	...	...	..	...	...	...	...	...	...	...	...
	Ambulance	...	... (c)	...	...	...	...	...	...	...	...	...	...	...	...
17	Intermediate class carriages — Ordinary	73	7	8	...	116	29	15	...	...	...	...	...	...	248
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	16	...	...	...	...	...	...	16
	Six-wheeled	...	...	...	...	...	...	...	...	...	...	22	...	...	22
18	Intermediate and third class carriages — Ordinary	39	3	11	...	38	29	(f) 33	...	10	...	...	...	...	163
	Bogie	9	...	...	...	14	...	...	...	...	...	...	...	...	23
	Ambulance	...	...	...	...	4	...	...	...	...	...	...	...	...	4
19	Intermediate and postal carriages — Ordinary	...	2	...	...	31	3	6	...	3	...	3	...	...	48
	Bogie	...	...	...	...	...	...	...	...	...	...	..	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Intermediate, third and postal carriages — Ordinary	...	...	1	...	...	...	1	...	...	...	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Lower class — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	404	26	78	94	584	199	157	...	68	335	122	152	33	2,252

I—*continued.*

and metre gauge railways on the 31st December 1898.

| METRE GAUGE. | | |

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nagpur.	IV.—Indian Midland.	XII.—North Western.	XIV.—Oudh and Rohilkhand.	XV.—Eastern Bengal.	XVI.—Calcutta Port Commissioners.	XVII.—East Coast.	XIX.—Great Indian Peninsula.	XX.—Bombay, Baroda and Central India.	XXI.—Madras.	XXXIII.—The Nizam's Guaranteed State.	Total.
	Coaching vehicles—*concluded.*														
	Brought forward	404	26	78	94	584	199	157	...	68	335	122	152	33	2,252
22	Third class carriages without brakes: Ordinary	692	32 (a)	136 (b)	198	91	139	165	...	182 (h)	526	185	358	64	2,768
	Third class carriages without brakes: Bogie	47	...	...	...	...	...	...	...	...	...	32	...	...	79
	Third class carriages without brakes: Ambulance	52	...	23 (c)	22	197	...	...	...	...	29	15	28	...	360
	Third class carriages without brakes: Six-wheeled	...	...	...	...	...	...	...	...	...	...	18 (i)	...	...	18
23	Third class and postal vans: Ordinary	41	...	10	13	26	25	3	...	9	...	9	7	5	148
	Third class and postal vans: Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Third class and postal vans: Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Third class carriages with brakes: Ordinary	11	...	12	...	246 (d)	55	...	...	...	...	26	8	...	358
	Third class carriages with brakes: Bogie	18	...	...	...	76	...	...	...	...	...	2	...	...	96
	Third class carriages with brakes: Ambulance	...	...	...	...	250 (e)	87	...	...	...	...	...	...	...	337
25	Third class and brake vans	...	13	...	50	...	...	14 (f)	...	...	115	...	...	...	192
26	Compound third class incline vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Brake vans	...	4	23	...	549	...	...	...	34	535	29	...	...	1,174
28	Postal vans	22	...	...	...	10	...	...	...	...	7	...	9	...	48
29	Cooking vans	...	...	...	...	...	...	1	...	...	...	...	...	...	1
30	Prison vans	...	...	...	...	...	...	...	...	...	6	...	...	...	6
31	Carriages, dynamometer	...	...	...	...	1	...	...	...	...	...	...	...	...	1
32	Carriage trucks	39	...	4	5	42	10	4	...	6	50	4	21	2	187
33	Horse boxes	75	1	10	15	138	39	13	...	6	93	18	46	10	464
34	Luggage vans	26	6	20	25	61	44	9	...	2	90	16	24	6	329
35	Produce vendors' vans	...	...	...	...	...	...	17	...	...	...	...	...	...	17
36	Milk vans	...	8	...	...	...	...	19	...	...	...	...	...	...	27
37	Fish vans	...	8	...	...	...	...	20	...	...	...	...	...	...	28
38	Store, ice, and stationery vans	1	...	...	...	16	...	...	...	...	...	...	...	...	17
39	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	Miscellaneous	...	8	...	...	...	1	3	...	...	...	...	...	...	12
	Total Coaching vehicles	1,438	106	316	422	2,287	599	425	(g)	307	1,786	476	653	120	8,925
	Goods vehicles.														
1	Cylindrical wagons	...	...	...	...	...	...	259	...	...	...	...	...	...	259
2	Covered goods wagons, bogie: Iron	...	...	...	...	412	...	...	...	...	...	...	...	...	412
	Covered goods wagons, bogie: Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Covered goods wagons, ordinary: Iron	4,371 (q)	419	2,271	1,170	7,102	2,439	1,660	348	950 (t)	912	730	395	104	22,871
	Covered goods wagons, ordinary: Wooden	2,064 (r)	...	...	...	130	1,388	65 (s)	...	...	3,517	1,502	1,086	67	9,819
	Carried over	6,435	419	2,271	1,170	7,644	3,827	1,984	348	950	4,429	2,232	1,481	171	33,361

I—*continued.*

and metre gauge railways on the 31st December 1898.

METRE GAUGE.

STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				* LINES OWNED AND WORKED BY NATIVE STATES.									
XL.—{Bengal and North-Western—Tirhoot section. Company's section.	XLII.—Rajputana-Malwa.	XLIV.—Southern Mahratta.	XLVI.—Mysore section (Southern Mahratta).	XLVII.—South Indian.	XLIX.—Assam-Bengal.	L.—Burma.	LI.—Eastern Bengal—Northern, Behar and Dacca sections.	LIV.—Deoghur.	LVII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Doors.	LX.—Dibru-Sadiya.	LXXI.—{Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXII.—Udaipur-Chitor.	LXXIII.—Bhavnagar-Gondal-Junagad-Porbandar.	LXXV.—Jamnagar.	TOTAL.	Progressive number.	REMARKS.
114	371	105	31	134 (k)	26	170	136 (l)	10	42	6	10	19	6	46 (o)	4 (p)	1,230		(a) Of these, five are provided with retiring accommodation.
215	611	150	58	320	...	318	213	...	84	15	28	49	12	117	17	2,407		(b) Of these, nine carriages are provided with retiring accommodation for females.
6	79	8	15	...	...	...	2	...	...	...	...	3	...	12	2	127	22	(c) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for kushai and Collis' dandies.
...	5	...	1	15	...	...	...	...	...	...	...	...	...	...	...	21		
138	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	141		
16	24	29	...	2	...	10	7	...	2	...	...	3	...	5	...	98	23	(d) Of these, twelve carriages belong to the late Ferozepore steam tramway.
...	...	...	...	8	7	...	...	...	...	...	...	...	...	...	...	15		(e) Of these, seventy-eight are bogie carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(f) Of these, seven are intermediate class and brake vans.
...	98	199	30	...	...	8	...	...	10	...	...	...	3	...	...	348		(g) There is no coaching stock on this railway.
...	...	19	...	70	75	23	...	...	...	...	...	...	...	...	...	187		(h) Of these, ten carriages are fitted with closets.
...	...	...	2	...	...	...	...		..	..	...	...		...	...	2		(i) Of these, one carriage is service, four-wheeled.
...	...	111	28	28	...	3	...	...	...	...	...	...		...	...	150	25	(j) Of these, twelve are on bogie frames.
...	...	17	...	...	...	...	...	...	...	...	...	...		...	...	17	26	(k) Of these, eight are of Clemenson's pattern and thirty-four are for females.
...	291	24	3	...	22	...	...	2	...	5	...	14	3	...	...	364	27	(l) Two compartments of a third class carriage are reserved for the carriage of mails from Sára Ghât to Kaunia, and nine carriages have female compartments and seven carriages latrine accommodation.
...	...	...	...	18	...	5	3	...	...	...	...	...		...	...	26	28	
...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	2	29	
...	5	...	...	...	...	8	1	...	...	...	...	...	...	...	...	14	30	
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	31	(m) Four of these are double.
5	38	9	5	5	...	1	3	...	...	...	...	...		6	...	74	32	(n) This is an open carriage on bogie frame.
20	82	28	8	30	6	36	10	...	5	...	2	(m)5	1	4	1	238	33	(o) Of these, twelve carriages have latrine accommodation.
1	(f) 31	20	12	81	14	31	10	..	6	...	4	...	...	...	...	210	34	(p) Of these, two are provided with latrines.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	(q) Of these, 1,499 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	14	...	...	...	2	...	...	...	...	16	37	(r) Of these, 879 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	
...	...	...	...	...	...	...	...	...	18	...	6	...	...	...	...	24	39	(s) Including four ambulance wagons.
...	...	...	...	...	...	...	...	...	...	...	...	(n)1	...	...	...	1	40	(t) Of these, four wagons are fitted as construction brake vans, one as a locomotive store van, one as a traffic store van, one as a relief train van, four as brake vans and Traffic Inspector's carriages, and five wagons are fitted to carry horses.
...	...	...	...	...	1	1	5	...	...	...	...	...	...	...	...	7	41	
515	1,637	719	193	911	152	614	406	12	167	26	55	94	25	190	24	5,740		(u) Including one hundred and sixty four steel wagons, of which eighty-two are fitted with brake compartment.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	1	(v) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
200	(u) 459	75	...	...	...	...	...	...	...	...	...	...	...	...	...	734	2	(w) These are six-wheeled wagons.
...	...	...	...	...	...	525	...	...	...	...	...	...	...	...	...	525		
2,493	2,106	(v) 2,467	400	561	141	(w) 50	1,507	...	576	75	50	...	25	258	40	11,149	3	
362	1,677	201	...	856	380	1,621	675	8	20	...	83	180	...	...	...	6,063		
3,053	4,242	2,743	400	1,817	521	2,196	2,182	8	596	75	133	180	25	258	40	18,471		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.													
		State lines worked by companies.				State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.	II.—Bengal Central.	III.—Bengal-Nágpur.	IV.—Indian Midland.	XIII.—North Western.	XIV.—Oudh and Rohilkhand.	XV.—Eastern Bengal.	XVI.—Calcutta Port Commissioners.	XVII.—East Coast.	XIX.—Great Indian Peninsula.	XX.—Bombay, Baroda and Central India.	XXI.—Madras.	XXXIII.—The Nizam's Guaranteed State.	Total.
	Goods vehicles—*concluded.*														
	Brought forward	6,435	419	2,271	1,170	7,644	3,827	1,984	348	950	4,429	2,232	1,481	171	33,361
4	High-sided wagons, bogie { Iron	...	...	...	...	1	...	...	...	...	50	...	...	10	61
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	High-sided wagons, ordinary { Iron	...	...	...	600	641	...	...	...	155	...	765	(c)50	221	2,432
	{ Wooden	...	...	...	...	106	6	31	2	...	135	52	808	...	1,140
6	Medium-sided wagons, bogie { Iron	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Medium-sided wagons, ordinary { Iron	...	...	790	...	...	...	...	...	...	...	...	...	309	1,099
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	27	27
8	Low-sided wagons, bogie { Iron	...	...	...	...	242	...	...	...	...	...	...	...	...	242
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Low-sided wagons, ordinary { Iron	1,618	50	210	67	1,593	194	81	5	(g)309	1,452	86	...	...	5,656
	{ Wooden	1,415	...	...	...	304	163	48	5	...	1,501	...	191	...	3,627
10	Cotton wagons, covered { Iron	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Open wagons for jute	...	12	(a)20	...	...	...	...	7	...	...	...	...	...	39
12	Pilot wagons	...	...	...	...	...	...	...	...	...	27	16	...	...	43
13	Dummy wagons	15	...	(b)7	...	...	...	5	...	...	...	...	...	...	27
14	Coal or coke wagons	...	...	...	...	...	...	...	...	...	...	...	60	...	60
15	Salt wagons	...	...	...	...	...	...	...	...	...	...	150	...	...	150
16	Cattle wagons	20	...	...	...	24	6	5	...	...	...	...	50	...	105
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Platform wagons	23	...	...	...	...	...	...	3	...	...	...	(l) 3	...	31
20	Coal hoppers	869	...	...	...	...	...	...	...	...	...	...	...	...	869
21	Powder vans	31	...	4	4	47	8	1	...	5	18	6	4	...	128
22	Tools or stores vans	...	...	(c) 1	...	1	2	1	...	...	...	...	(m) 12	...	17
23	Treasure vans	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Relief vans	21	2	8	10	...	7	6	...	...	...	...	...	...	54
25	Six-wheeled trucks { Iron	...	...	...	...	...	...	...	...	...	...	101	...	...	101
	{ Wooden	3	...	...	...	...	...	...	...	...	...	1	...	...	4
26	Timber trucks { Iron	...	8	...	...	39	54	...	...	2	74	...	...	...	177
	{ Wooden	37	...	16	...	13	58	19	...	...	117	60	...	28	348
27	Ballast wagons	...	...	76	150	...	...	...	...	...	...	350	...	63	639
28	Rail trucks	...	...	...	...	272	...	...	...	...	...	...	(n)70	...	342
29	Fuel trucks	...	...	...	...	...	...	14	...	...	...	...	70	...	84
30	Bolster trucks { Double	...	...	...	...	...	...	...	...	...	...	...	60	...	60
	{ Single	...	...	...	50	...	...	12	...	...	...	...	115	...	177
31	Travelling oil tanks	28	...	(d)10	...	29	4	10	...	8	5	10	12	...	116
32	Travelling water tanks	...	...	...	8	42	2	1	...	...	...	15	4	3	75
33	Travelling gas holders	3	...	...	...	...	...	...	...	...	8	8	5	...	24
34	Travelling cranes	24	1	(e)8	8	50	12	(h) 5	...	...	...	...	(o)7	2	117
35	Accident cranes	...	...	...	...	...	4	...	...	5	...	4	...	3	16
36	Brake vans	375	6	(f)100	76	...	153	(i) 65	...	31	...	(k) 67	(p)177	41	1,091
37	Miscellaneous	...	...	...	...	(g) 1	...	1	...	...	...	300	£	...	303
	Total Goods vehicles	10,917	498	3,521	2,143	11,049	4,500	2,289	372	1,456	7,816	4,223	3,180	878	32,842

APPENDIX I.

I—*concluded.*

and metre gauge railways on the 31st December 1898.

METRE GAUGE.

STATE LINES WORKED BY COMPANIES.							STATE LINE WORKED BY THE STATE.	ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.					Progressive number.	Remarks.
XL.—Bengal and North-Western—Tirhoot section, Company's section.	XLII.—Rajputana-Malwa.	XLIV.—Southern Mahratta.	XLVI.—Mysore section (Southern Mahratta).	XLVII.—South Indian.	XLIX.—Assam-Bengal.	L.—Burma.	LI.—Eastern Bengal—Northern, Behar and Dacca sections.	LIV.—Deoghur.	LVII.—Rohilkund and Kumaon (including the Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Dibru-Sadiya.	LXXI.—Jodhpur-Bikaner—Jodhpur section. Bikaner section.	LXXII.—Udaipur-Chitor.	LXXIII.—Bhávnagar-Gondal-Junagad-Porbandar.	LXXV.—Jamnagar.	TOTAL.		
3,055	4,242	2,743	400	1,817	521	2,196	2,182	8	596	75	133	180	25	258	40	18,471		(*a*) Of these, ten are bamboo wagons.
...	...	72	..	...	...	...	...	...	...	...	...	...	...	...	...	72	4	(*b*) Of these, four are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	170	400	...	...	...	...	...	...	...	...	...	...	...	570	5	(*c*) These are six-wheeled wagons.
...	134	...	...	413	95	60	...	...	...	...	544	...	...	...	...	1,246		(*d*) Of these, six are cylindrical wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	
...	...	... (*g*)	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*e*) Of these, seven are six-wheeled.
...	150	140	...	313	...	...	...	...	...	...	...	...	...	...	...	603	7	(*f*) Of these, sixty-five are six-wheeled vans.
...	...	...	...	154	...	310	...	...	...	...	...	...	...	...	...	464		
28	1,130	...	...	20	...	67	...	...	...	...	...	...	...	70	...	1,315		(*g*) These are bogie wagons.
...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	10		(*h*) These are six-wheeled.
250	291	326	73	...	50	166	20	...	...	31	...	...	10	189	...	1,406	9	(*i*) Of these sixteen are six-wheeled vans.
171	822	159	1	...	250	231	150	...	86	...	70	70	...	317	60	2,387		(*j*) Of these, forty-four are fitted with low bolsters to carry rails and a hundred are fitted with wooden floors.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	
...	...	...	...	63	...	...	...	...	...	...	...	...	...	...	...	63		
...	...	...	...	...	...	...	38	...	...	...	...	...	...	...	...	38	11	(*k*) Of these, one is a weigh-bridge Inspector's van.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	..	12	
...	...	...	..	...	...	19	10	...	...	...	...	...	...	...	...	29	13	(*l*) Of these, one is an eight-wheeled wagon.
...	...	350	...	...	...	...	...	...	...	...	...	...	...	...	...	350	14	(*m*) These also serve the purposes of accident vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	
...	...	25	3	6	10	131	...	...	...	...	...	...	...	6	...	181	16	(*n*) Of these, fifty are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	(*o*) Of these, three are six-wheeled.
...	15	...	...	...	...	...	...	...	4	...	...	...	...	...	...	19	18	(*p*) Of these, twenty are six-wheeled.
2	...	...	..	4	...	...	5	...	...	...	...	...	...	...	...	11	19	(*q*) Including seventeen wagons fitted with stanchions and chains.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	(*r*) Of these two are six-wheeled vans.
1	35	11	2	7	3	9	2	...	2	...	1	...	...	2	...	75	21	(*s*) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
2	1	...	...	...	...	...	1	...	...	...	...	...	...	3	...	7	22	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	
7	...	(*r*)10	3	...	3	10	5	...	1	...	...	...	...	...	...	39	24	(*t*) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	25	
...	...	...	...	15	...	...	1	...	...	...	...	...	...	...	...	16		(*u*) Of these, one is a guard wagon to travelling cranes.
250	8	38	37 (*t*)	(*g*)18	... (*g*)	...	25	...	76	...	...	...	...	16	...	468	26	(*v*) Of these, 84 are platform trucks.
32	71	36	...	33	60	...	58	...	...	...	50	...	...	...	...	340		(*w*) Of these, fifty-five are bogie, and one hundred and two six-wheeled trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	74	...	74	27	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	(*x*) Three of these are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	(*y*) Three of these are tenders to relief vans.
...	...	...	...	...	...	(*u*)157	...	...	...	...	...	...	...	...	...	157	30	(*z*) These are road vans.
...	...	(*v*)55	...	...	(*u*)100	150	16	...	...	...	...	...	...	...	...	321		
...	12	6	...	9	...	...	...	...	...	...	...	...	...	...	...	27	31	
...	...	7	...	17	...	(*c*)7	...	...	...	...	...	...	...	1	...	32	32	
...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	4	33	
20	29	(*s*)29	(*u*)6	3	13	20	(*x*)10	...	6	1	1	...	...	(*c*)2	...	140	34	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	
97	...	...	...	52	10	135	57	...	9	...	18	...	...	37	4	419	36	
...	...	...	...	...	...	...	(*y*) 4	...	...	...	...	...	...	(*z*)7	...	11	37	
3,915	6,990	4,009	695	3,344	1,119	3,678	2,584	8	780	107	817	250	35	932	104	29,367		

APPENDIX J.

Resolution by the Government of India in the Public Works Department, No. 514 R. C., dated Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department Resolution No. 924 R. C., dated 15th September 1893.

Read also—

Public Works Department Resolution, dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above Resolutions shew that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous Resolutions above quoted upon this subject and to issue a fresh Resolution embodying a summary of the concessions which (the previous assent of any Railway Company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways; such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations, who shall have a prior right to construct them.

The Government of India will from time to time publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this Resolution must conform to the following terms and conditions:

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor-General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details, shall be subject to approval by the Government.

(v) The line, while under construction, shall be inspected when, and so often as, an inspecting officer appointed for that purpose by the Government may consider desirable, with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:

(a) It may be stipulated that after the opening of the railway for traffic the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India,

Under (a) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent.; or

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India; provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic intercharged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of 3½ per cent., provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases (*a*) or (*b*) if the capital is raised in sterling, the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to privide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from the provisions of the Railway Acts and the preceding provisions of this Resolution, shall be as follows:

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic, shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director General of Railways as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all Departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., Chapter 12), or the Indian Railway Companies Act, X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department of

the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing including the branch railway, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the Branch Line Railway Company as may be incurred with the sanction of the Secretary of State may be charged—

(*a*) during construction to the Capital Account of the Branch Line Company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the Branch Line Company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway;

(*c*) and thereafter out of the general receipts of the Branch Line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years, or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings not including rebate payments, of the 3 years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) The right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this Resolution should be submitted, in the form prescribed by Memorandum A, hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B, hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General in Central India, Rajputana, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.
The Accountant General, Public Works Department.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations and to the officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

Documents accompanying.

Enclosure No. 1—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with form A and appendices A, B and C.

Enclosure No. 2—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.

Enclosure No. I (with Form A and Appendices A, B and C) to Government of India Resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall be printed, and shall be drawn up, as far as may be, in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.

6. Upon written application to the Director General of Railways, permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix B*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix* (vide *Appendix C*) *may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

Appendix A (to Form A).

Alignment of proposed branch railway.

From_____ to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or Provinces.

Appendix B (to Form A).

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger Fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per maund per mile.	**Minimum. Pies per maund per mile.**
Luggage	...	...
	Maximum. Pies per mile.	**Minimum. Pies per mile.**
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	**Minimum. Pies per truck.**
Two or more carriages on one truck	...	...
	Maximum. Pies per mile.	**Minimum. Pies per mile.**
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	**Minimum. Pies per 50 miles or portion thereof.**
Dogs—		
Each	...	...
	First 100 miles. Annas.	**Every additional 100 miles. Annas.**
Parcels—		
Not exceeding 5 seers or 1 cubic foot	...	...
" " 10 " 2 cubic feet	...	...
" " 20 " 4 "	...	...
" " 30 " 6 "	...	...
" " 40 " 8 "	...	...
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet	...	...
	Maximum. Pies per maund per mile.	**Minimum. Pies per maund per mile.**
Goods rates—		
5th class	...	...
4th "	...	...
3rd "	...	...
2nd "	...	...
1st "	...	...
Coal, edible grain, and other low-priced staples to be carried at special rates	...	...

Appendix C (to Form A).

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but, when completed, it is proposed to offer the working to the _____ Railway Company on the following terms:—

(i) _____

(ii) _____

(iii), etc. _____

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms:—

(i) _____

(ii) _____

(iii), etc. _____

[*Enclosure No. II to Government of India Resolution No. 514 R. C. of 1896.*]

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall specify—

(*a*) the company, person or syndicate by whom the application is preferred ;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near, which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed railway ;

(*d*) the gauge and the motive power to be employed ;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director General of Railways permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies ; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX K.

Government of India, Public Works Department, Circular No. 599 R. C., dated Simla, the 16th May 1898.

To THE GOVERNMENTS OF MADRAS, BOMBAY, THE NORTH-WESTERN PROVINCES AND OUDH, THE PUNJAB AND BURMA, THE CHIEF COMMISSIONER OF THE CENTRAL PROVINCES, THE RESIDENTS AT HYDERABAD AND IN MYSORE, THE AGENTS TO THE GOVERNOR GENERAL FOR CENTRAL INDIA, RAJPUTANA AND BALUCHISTAN, THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT, THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW, AND THE MANAGERS, NORTH WESTERN, OUDH AND ROHILKHAND, EASTERN BENGAL, AND EAST COAST RAILWAYS.

Question of clearance of land made over by Government, free of cost, to a Railway Company for purposes of construction of a railway.

The Government of India having had under consideration certain questions in connection with the cost of clearing land which has been made over by Government, free of cost, to a Railway Company for the purposes of the construction of a railway, and in regard to the rights of the Railway Company to the use or disposal of any buildings, trees, materials or other property which may have to be acquired with the land, I am directed to inform you that the Government of India have decided that the Railway Company concerned, in the absence of any express stipulation to the contrary, are entitled to dispose of or use for the purposes of the railway only any material, trees, buildings, etc., that may be on the land when it is handed over to them, but that Government are clearly entitled to dispose, or stipulate for the disposal, before handing over the land, of any buildings, crops, trees, etc, which they may have been obliged to acquire with the land and to apply the proceeds in reduction of the cost of acquisition. Further, it is the business of the Railway Company to clear the land of all obstacles or obstructions and prepare it for the construction of the railway, and Government undertake to secure them empty possession only, free of legal encumbrances.

No. 600 R. C., dated 16th May 1898.

Copy of the foregoing forwarded to the (1) Secretary to the Govt. of Bengal, Ry Dept. (2) Chief Commissioner of Assam for information and guidance, with reference to his (1) letter No. 207-R., dated 19th Feb. 1898. (2) Secy.'s letter No. 62, dated 5th Jan. 1898.

No. 601 R. C., dated 16th May 1898.

Copy of the foregoing forwarded to the Revenue and Agricultural Department for information.

APPENDIX L.

Circular No. 784 R. C., dated Simla, the 9th June 1898

FROM THE DIRECTOR OF RAILWAY CONSTRUCTION,

TO THE MANAGERS, NORTH WESTERN, OUDH AND ROHILKHAND, EASTERN BENGAL AND EAST COAST (STATE) RAILWAYS AND THE ENGINEERS-IN-CHIEF, VIZIANAGRAM-RAIPUR, REWARI-KUCHAMAN, AND BOMBAY-SIND CONNECTION SURVEYS.

Lines on which information relating to the probable traffic to be expected on new railways should be collected.

As the estimates of traffic submitted with railway projects are often obscure I have the honour to forward herewith, for information and guidance, four statements A to D, together with a sketch diagram, indicating the lines on which information relating to the probable traffic to be expected on new railways should be collected and the results, which should also show separately the earnings from passengers and goods, brought out in the traffic estimates to accompany the reports thereon.

2. I would add that the reports on new railway projects should also include general information as to the character of the country, its capabilities for development, population of villages along the route of the proposed railway, trade centres, etc., as well as any other useful information that can be given.

Documents accompanying.
Four Statements A to D and sketch diagram.

[*Enclosure No. 1 to Circular No. 784 R. C., dated the 9th June 1898.*]

Statement A.

AHMEDABAD.

DHOLKA ROAD.

General Statement of Traffic.

	Tons.
Total goods traffic from Ahmedabad to Dholka as per statement D, column 9 .	15,136
Total goods traffic from Ahmedabad to Bavla as per statement D, column 9 .	13,191
The Dholka traffic will use the line for the whole distance and the Bavla traffic will use it for about two-thirds of the distance, and the total average goods traffic for the whole line as existing will be $15,136 + \frac{2}{3} \times 13,191 =$.	23,930

Passengers.

	Passengers.
At Navapura (Dholka Road) as per statement D, column 12, there were . .	764
And at Madulpur (Bavla Road) as per statement D, column 12, there were .	353
And this gives an average of $764 + \frac{2}{3} \times 353 =$	999
per diem for the whole line between 8th February and 30th June 1891, and assuming one-half of this number for the remainder of the year, there will be a daily average, throughout the year, of	695

[Enclosure No. 2 to Circular No. 784 R. C., dated the 9th June 1898.]

Statement B.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic from 8th February to 30th June 1891—in all 143 days—at Navapura.

Names of Articles.	GOODS TRAFFIC IN TONS.																		Percentage of each item to total traffic.
	February (from 8th).			March.			April.			May.			June.			Total.			
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat	167	4	171	580	...	580	1,347	3	1,350	775	...	775	298	...	298	3,167	7	3,174	27·15
Grain except wheat	139	62	201	102	576	678	18	634	652	19	395	414	5	169	174	283	1,836	2,119	18·13
Oil and oil-seeds	6	59	65	...	2	2	6	38	44	12	12	24	4	8	12	28	119	147	1·26
Piece goods	...	2	2	1	...	1	1	6	7	1	12	13	...	14	14	3	34	37	0·32
Cotton and yarn	233	55	288	638	163	801	477	286	763	398	49	387	37	10	67	1,743	563	2,306	19·72
Tobacco	...	1	1	...	7	7	...	...	...	1	3	4	...	3	3	1	14	15	0·13
Salt	...	1	1	...	...	...	...	29	29	...	14	14	...	72	72	...	116	116	0·99
Hardware	...	2	2	7	...	7	...	...	...	...	2	2	...	7	7	7	11	18	0·15
Groceries	2	4	6	26	49	75	1	117	118	5	119	124	5	23	28	39	312	351	3·00
Ghee	...	...	...	...	...	...	...	...	...	1	11	12	...	...	...	1	11	12	0·10
Jaggery	7	165	172	1	523	524	1	248	249	25	210	235	15	69	84	49	1,215	1,264	10·81
Mowra	...	...	...	...	...	...	...	...	...	...	3	3	...	2	2	...	5	5	0·04
Cocoanuts	18	...	18	81	7	88	102	...	102	82	...	82	53	...	53	336	7	343	2·94
Timber, bamboos, etc.	...	1	1	8	3	11	...	19	19	2	12	14	...	3	3	10	38	48	0·41
Firewood	12	29	41	34	63	121	5	53	58	...	...	...	1	...	1	72	145	220	1·89
Grass	25	6	31	...	8	8	2	3	5	8	...	8	17	...	17	53	17	70	0·60
Gufs and dyes	2	...	2	8	...	8	2	2	4	4	...	4	3	...	3	19	3	15	0·13
Raw hides	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	0·02
Sundries	92	53	145	389	314	703	51	89	140	55	141	196	60	180	240	647	777	1,424	12·19
Total	705	445	1,150	1,889	1,719	3,608	2,012	1,528	3,540	1,328	983	2,311	518	560	1,078	6,452	5,235	11,687	100·00

PASSENGER TRAFFIC.

Names of Months.	Foot.			Riding or Driving.			Total for 143 days.		
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.
February (from 8th).	6,167	6,152	12,319	2,727	2,623	5,350	8,894	8,775	17,669
March	9,751	8,953	18,704	3,060	3,151	6,211	12,811	12,104	24,915
April	5,111	8,297	13,408	2,300	2,565	4,865	7,411	10,862	18,273
May	8,793	9,572	18,365	4,082	5,143	10,125	13,775	14,715	28,490
June	6,938	7,309	14,247	2,649	2,935	5,584	9,587	10,244	19,831
Total	36,760	40,283	77,043	15,718	16,417	32,135	52,478	56,700	109,178

N.B.—In calculating weights the following are the loads which may be adopted:—

Carts drawn by one bullock . . . . . ½ of a ton.
Do. two bullocks . . . . . ¾ "
Do. four " . . . . . 2 "
Do. six and eight bullocks . . . . 2½ "
Camels . . . . . ¼ "
Pack-bullocks, etc. . . . . 1/10 "

Note.—In addition to the information embodied in the statement, the following particulars should be furnished:—
(i) The cost of conveyance used.
(ii) The number of full and empty or laden and unladen carts or animals going each way.

[*Enclosure No. 3 to Circular No. 784 R. C., dated the 9th June 1898.*]

Statement C.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic with Bavla from 9th February to 30th June 1891—in all 142 days—at Madalpur.

GOODS TRAFFIC IN TONS.

Names of Articles.	February.			March.			April.			May.			June.			Total.			Percentage of each item to total traffic.
	Up.	Down	Total.	Up.	Down	Total.	Up.	Down	Total.	Up	Down	Total.	Up.	Down.	Total.	Up.	Down.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat	26	6	32	228	...	228	1,380	...	1,380	945	...	945	188	...	188	2,767	6	2,773	30·88
Grain except wheat	129	50	179	95	63	158	53	49	102	16	126	142	...	40	40	293	328	621	6·92
Oil and oil-seeds	14	4	18	23	10	33	14	2	16	...	...	...	...	1	1	51	17	68	·76
Piece-goods	...	1	1	...	...	...	...	...	...	...	3	3	...	...	...	...	4	4	·05
Cotton and yarn	482	141	623	619	169	788	386	214	600	348	133	481	24	1	25	1,859	658	2,517	28·03
Tobacco	1	1	2	...	...	...	...	...	...	1	1	2	...	...	...	2	2	4	·04
Salt	...	...	...	...	...	...	...	...	...	...	7	7	...	1	1	...	8	8	·09
Hardware	...	3	3	...	...	...	...	...	...	...	4	4	...	...	...	...	7	7	·08
Groceries	3	4	7	2	7	9	...	...	...	...	6	6	...	...	...	5	17	22	·25
Ghee	...	...	...	1	...	1	1	...	1	...	1	1	...	...	...	2	1	3	·03
Jaggery	2	11	13	...	32	32	1	7	8	3	4	7	12	5	17	18	59	77	·86
Mowra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cocoanuts	17	7	24	35	...	35	34	...	34	...	...	...	22	...	22	108	7	115	1·28
Timber, bamboos, etc.	...	4	4	...	18	18	...	63	63	...	43	43	...	6	6	...	134	134	1·49
Firewood	84	34	118	232	9	241	724	...	724	426	...	426	5	...	5	1,471	43	1,514	16·86
Grass	198	26	224	252	5	257	77	11	88	30	...	30	...	...	...	557	42	599	6·67
Gum and dyes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Raw hides	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1	·01
Sundries	29	40	69	21	87	108	59	35	94	132	52	184	44	13	57	285	227	512	5·70
Total	985	332	1,317	1,508	406	1,908	2,730	381	3,111	1,901	380	2,281	298	67	362	7,419	560	8,979	100·00

PASSENGER TRAFFIC.

Names of Months.	Foot.			Riding or Driving.			Total for 142 days.		
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.
February	7,072	6,874	13,946	103	147	250	7,175	7,021	14,196
March	6,384	6,177	12,561	552	473	1,025	6,936	6,650	13,586
April	2,672	2,376	5,048	657	587	1,244	3,329	2,963	6,292
May	3,476	3,273	6,749	654	757	1,411	4,130	4,030	8,160
June	3,548	3,277	6,825	553	514	1,067	4,101	3,791	7,892
Total	23,152	21,977	45,129	2,519	2,478	4,997	25,671	24,435	50,126

N.B.—In calculating weights the following are the loads which may be adopted:—

Carts drawn by one bullock . . . . . ½ of a ton.
Ditto two bullocks . . . . . ¾ ,,
Ditto four bullocks . . . . . 2½ ,,
Ditto six and eight bullocks . . . . . 1½ ,,
Camels . . . . . ½ ,,
Pack-bullocks, etc. . . . . ¼ ,, ½ ,,

NOTES.—In addition to the information embodied in the statement, the following particulars should be furnished:—
(i) The cost of conveyance used,
(ii) The number of full and empty or laden and unladen carts or animals going each way.

[*Enclosure No. 4 to Circular No. 784 R.C., dated the 9th June 1898.*]

Statement D.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic.

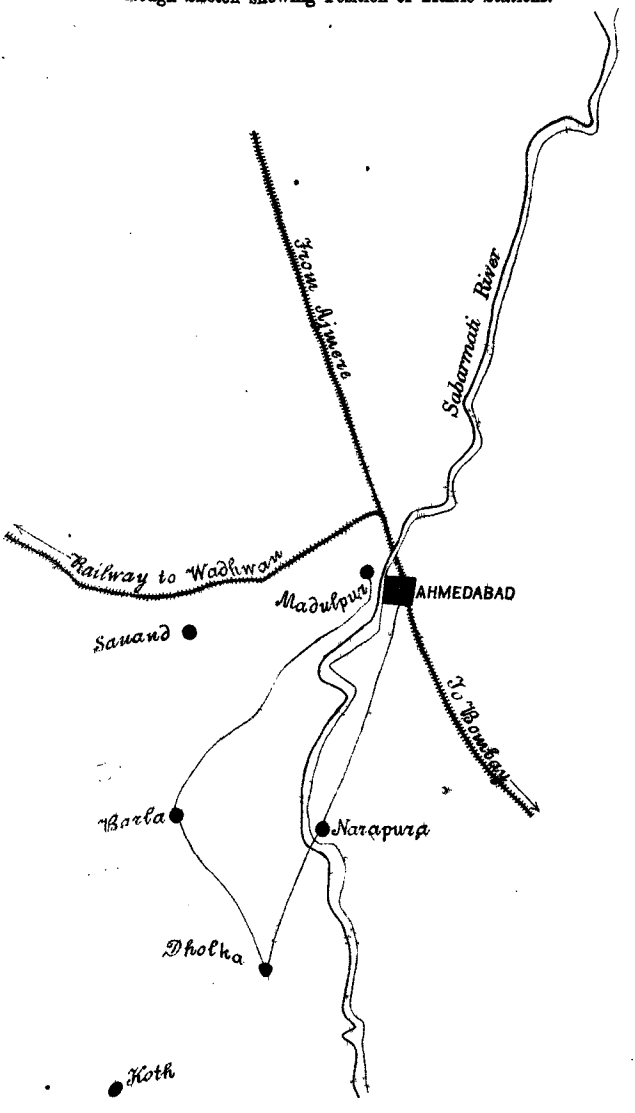
Names of traffic stations.	Actual goods traffic in tons.						Estimated goods traffic for the period for which data have not been obtained.	Total actual and estimated.	Average daily passenger traffic.			Remarks.
	February.	March.	April.	May.	June.	Total.			Foot.	Riding or driving.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.				
Navapura . . .	1,150	3.608	3,540	2311	1,078	11,687	3,449	15,136	539	225	764	Traffic statistics taken from 8th February to 30th June 1891, in all 143 days, at Navapura on the Ahmedabad-Dholka road.
Madulpur . . .	1,317	1,908	3,111	2,281	362	8,979	4,212	13,191	318	35	353	Traffic statistics taken from 9th February to 30th June 1891, in all 142 days, at Madulpur on the Ahmedabad-Bavla road.

N B.—The goods traffic for the period for which data have not been obtained is estimated as shown below, and the results entered in column 8:—
(1) The traffic for the remaining days of February has been obtained by the rule of proportion.
(2) The traffic from July to January, both months inclusive, has been assumed as equal to double the total traffic in February.

APPENDIX L.

[*Enclosure No. 5 to Circular No. 784 R. C., dated the 9th June 1898.*]

Rough Sketch shewing Position of Traffic Stations.



APPENDIX M.

Resolution by the Government of India in the Public Works Department, No. 2633 R. E., dated, Simla, the 29th August 1898.

Payment of leave allowances at 1*s.* 6*d.* per rupee to all employés of Indian Railway Companies when on leave in England, whether they draw exchange compensation allowance or not.

READ—

Government of India, Public Works Department, Resolution No. 3369 G., dated 22nd December 1897.
Despatch to Secretary of State, No. 7 Ry., dated 10th February 1898.
Despatch from Secretary of State, No. 49 Ry., dated 16th June 1898.

RESOLUTION.—In the Resolution read in the preamble, it was ruled that all employés of Railway Companies, who do not draw exchange compensation allowance including those who draw an increase of pay in lieu of that allowance, shall, when on leave in England, be permitted to draw their furlough and sick leave allowances in that country at the privileged rate of 1*s.* 6*d.* to the rupee.

2. On a representation of the Board of Directors of the Burma Railways Company that the privilege should be extended to meet the case of all employés, irrespective of any question of domicile or of drawing exchange compensation allowance, the Government of India, with the approval of Her Majesty's Secretary of State for India, and the consent of the Board of Directors of the several Railway Companies, are now pleased to extend the concession of payment of furlough and sick leave allowances at the privileged rate of exchange of 1*s.* 6*d.* the rupee to all servants of Indian Railway Companies, when on furlough and sick leave in England, irrespective of any question of domicile. This order is however subject, in the case of employés who draw an increase of pay in lieu of that allowance, to the proviso that the calculation of the leave allowances shall be based on the pay of the employés exclusive of such increase *vide* Public Works Department Resolution No. 3369 G., dated 22nd December 1897.

3. This order will take effect from the date of its first acceptance by the Home Boards of the Railway Companies concerned, and may be applied from the date of such acceptance to all employés on furlough and sick leave in Europe.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Governments of Madras, Bombay, and Burma, Public Works Department, Railway Branch, the Chief Commissioner of Assam, and the Consulting Engineers, Calcutta, Lucknow, and Assam, for information and guidance.

APPENDIX N.

Government of India, Public Works Department, Nos. 1363-66 R.T., dated Simla, the 15th December 1898.

Revised form of agreement for extensions of the Eastern Bengal State railway into private premises.

Governments of Madras, Bombay, Bengal and Burma, Public Works Department; Chief Commissioner of Assam; Resident at Hyderabad; Agent Governor General, Rajputana; Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam; Managers, North-Western, Oudh and Rohilkhand and East Coast State Railways.

Copy of the following is forwarded to the Local Governments, Administrations and Officers noted on the margin with the remark that the revised form of agreement approved of for the Eastern Bengal State Railway may be taken as a general guide in preparing similar agreements.

2. Should any modification of the terms be considered desirable, recommendations to meet the requirements of particular cases may be submitted to the Government of India for sanction.

Government of India, Public Works Department, letter No. 1330 R. T., dated Simla, the 5th December 1898.

TO THE MANAGER, EASTERN BENGAL STATE RAILWAY.

A question regarding the acquisition of land by a railway for a private siding having arisen in connection with the form of agreement for extensions of the Eastern Bengal State railway into private premises approved of in Government of India letter No. 694 R. T., dated the 5th September 1896, which accompanied the Director General of Railways' memorandum No. 466 T., dated the 15th September 1896, to your address, I am directed to forward, for information and guidance, the form of agreement with paragraphs 2 to 4 revised so as to meet any possible legal objections that might arise as regards the acquisition of land.

2. I am to add that the revised form of agreement is intended as a guide and there will be no objection to a modification of the terms being recommended to meet particular cases should it be considered desirable.

[*Enclosure to Government of India letter No. 1330 R. T., dated the 5th December 1898.*]

_____ STATE RAILWAY.

Revised form of agreement approved of by the Government of India for extensions of the Eastern Bengal State railway into private premises.

The Government of India will undertake the survey, construction and equipment of sidings leading from the main line, the sidings or the stations of the State Railway for the traffic from mills or other industries in the vicinity of the Railway on the following conditions:—

1. On the application of the owners of the mill or other industry (throughout these conditions referred to as the applicants), on the signature by the applicants of the form of acceptance at the foot of these conditions and on payment by the applicants in advance of

R50 for every quarter mile of siding required, a survey for the siding to be constructed will be made by the Railway administration. The above charge will cover the cost of preparation of the necessary plans and estimates, single copies of which will be sent to the applicants on completion.

2. Plans and estimates for the siding in which shall be included the estimate of the cost of the acquisition of the land will be subject to the sanction of the Government of India, which sanction will be applied for by the Railway administration as soon as the applicants have complied with the requirements of the fourth condition as to the amount to be deposited.

3. The land required for the siding outside the railway boundaries will be acquired by Government under the Land Acquisition Act. Land so acquired will vest absolutely in Government, and the applicants will have no right or claim thereto.

4. On receipt of a statement of the advance required by the Government to be made for such purposes as they may think necessary including the estimated cost of acquisition of the land by Government, the applicants will deposit the amount thereof with the Railway administration and the Railway administration will, on the plans and estimates for the siding being sanctioned by Government, proceed o the acquisition of the land. If the amount expended by the Railway administration for the purposes mentioned in the said statement shall exceed the amount of the deposit by the applicants under the condition, the applicants will pay the Railway administration on demand the amount of such excess.

5. On Government obtaining possession of the land in the acquisition proceedings notice of such possession will be given to the applicants who will forthwith, on such notice, deposit with the Railway administration the estimated cost of all buildings and works, including ballast necessary for the construction and proper equipment of the siding excepting the permanent-way, that is, the sleepers, rails, fastenings, points and crossings and excepting, if provided by the Railway administration, the girder superstructure and station machinery. The estimate will include supervision charges at 2½ per cent. on the cost of all buildings and works less the value of stores issued from stock. If the expenditure in the erection of the buildings and execution of the works included in the estimate shall exceed the total amount named in the estimate and deposited by the applicants, the applicants will pay to the Railway administration on demand the amount of such excess.

6. If the applicants shall so desire the work to be done in constructing the siding up to the stage of sub-grading and providing girder superstructure, station machinery and ballast may, with the special sanction of the Railway administration, be executed by the applicants under the supervision of the Railway administration and in accordance with the plans and specifications prepared by such administration. The Railway administration will have the right to charge the applicants for such supervision if such charge shall appear to the administration to be necessary. Such charge, if made, will be paid by the applicants as the Railway administration may direct.

7. Everything requisite for the maintenance of all work up to sub-grading will be done by or at the expense of the applicants. Everything requisite for the maintenance of all work up to sub-grading as far as the safety of the lines worked over by the Railway administration is concerned will be done as required by such administration at the expense of the applicants. The applicants will on demand pay to the Railway administration all expenditures incurred by such administration in the maintenance of any portion of the work up to sub-grading.

8. On completion of the work up to sub-grading and the provision of ballast, all permanent-way materials, that is, sleepers, rails, fastenings, points and crossings and all girder superstructure and station machinery not supplied by the applicants under condition 6, will be provided, laid and maintained by the Railway administration.

9. To cover interest, maintenance and depreciation, the applicants will pay to the Railway administration 10 per cent. per annum on the cost (including supervision) of all permanent-way materials, girder superstructure and station machinery provided, laid and maintained by the Railway administration and of all works done in connection with the siding at the expense of the Railway administration. Payment of such percentage shall be made half-yearly in advance, the first payment being made on the day the siding is open for traffic.

10. Freight on traffic to and from the siding will be charged to the applicants in accordance with the rules contained in the tariff in force for the time being.

11. In the event of the applicants abandoning the use of the siding or in the event of the traffic to and from the siding being at any time in the opinion of Government insufficient to justify the continuance of the siding as such, the Railway administration will be at liberty on giving to the applicants days' notice to remove the permanent-way materials and all girder work and machinery provided by the Railway administration from the siding; provided that if in the latter event the applicant shall be desirous of keeping the siding open for traffic and shall intimate such their desire to the Railway administration before the removal of the permanent-way materials, girder work or machinery shall have commenced the Railway administration will keep the siding open for traffic as long as the applicants shall in addition to the percentage on Railway expenditure to be paid by them under condition 9 pay to the Railway administration half-yearly in advance any extra expense which may be entailed on the Railway administration by the siding being kept open for traffic. If the permanent-way materials or the girder work or station machinery or any portion thereof shall be removed by the Railway administration in exercise of the liberty reserved in this condition the cost of such removal will be borne by the applicants and be paid by them to the Railway administration on demand.

12. No traffic other than that which may properly be connected with the working or requirements of the Mill or industry of the applicants shall, except with the written permission of the Railway administration, be at any time taken or sent by the applicants over the siding. No consideration or remuneration of any nature, except such as may be contained in a written permission of the Railway administration, shall be received or taken by the applicants in respect of traffic over the siding.

13. Government may at any time construct or permit the construction of any branch or extension of the siding and may work traffic over the siding to and from such branch or extension. Government may sanction the use of the siding for the traffic of persons other than the applicants on payment to the applicants of a remuneration for such use, the amount of such remuneration to be determined by the Railway administration. The working of such branch or extension and the use of the siding by persons other than the applicants will be so conducted as to interfere as little as possible with the free use of the siding by the applicant whose traffic shall have precedence.

14. If it shall become necessary to extend the siding beyond the land acquired by Government into the premises of the applicants such extension will be constructed by the applicants in accordance in all respects with plans approved by the Railway administration and at the cost in all things of the applicants. The entire cost of working such extension will be borne and paid by the applicants and all property of the Railway administration while on such extension will be at the entire risk of the applicants.

15. If so desired by the Railway administration, a weigh-bridge and weigh-bridge siding shall be provided. Such weigh-bridge siding will be constructed by the Railway administration or by the applicants, as the case may be, upon and in accordance with the foregoing conditions governing the construction of the original siding, and on completion of the work of the siding up to sub-grading the weigh-bridge and the permanent-way materials necessary for such siding will be provided, laid and maintained by the Railway administration. If for the purpose of constructing such weigh-bridge and siding any land outside the Railway boundaries beyond that acquired by Government for the original siding shall be required, the foregoing conditions having application to the acquisition of land for the original siding, shall apply to the acquisition of such additional land.

16. If a weigh-bridge or weigh-bridge siding shall be constructed the applicants will provide quarters for a weigh clerk and all labour from time to time necessary for the proper performance of the operation of weighing within the free time allowed for the loading of wagons. The weigh clerk will be a servant of and paid by the Railway administration.

17. The applicants will provide labour for and bear the cost of all operations within the sidings except such shunting by locomotives as the Railway administration may undertake. The applicants will see that the rules and regulations of the Railway administration are strictly adhered to by their employés and will be responsible for all accidents or loss or damage that may ensue from the neglect or disobedience of such rules and regulations by their employés. It will be the duty of the applicants to obtain all such rules and to see that their employés are made acquainted with them.

18. In the event of its being necessary, subsequent to the original construction of the sidings, to make any alterations or additions thereto, or to provide such items as fencing, signals, or improved safety appliances or machinery of any kind, or to provide quarters for signallers or a staff for the working of the siding, such additional work shall be provided subject to the general conditions governing the original construction, that is, the cost and maintenance of works to sub-grade, or of works that would be abandoned if the siding was closed, shall be borne by the applicants and the cost of permanent-way materials, station machinery, signals, and such items of works as would be removed by the Railway administration in the event of the siding being abandoned shall be added to the sum on which interest is to be paid half-yearly by the applicants under condition 9. No addition or alteration shall be made to the siding by the applicants without the written sanction of the Railway administration nor without such sanction shall any temporary or permanent structure be erected by the applicants in such proximity to the siding as to affect in any way the working of trains over the siding. All sanctioned additions or alterations to the siding made by the applicants and all sanctioned structures erected by the applicants shall be made or erected in all respects in compliance with the regulations of the Railway administration in that behalf for the time being in force.

19. All sums which under the foregoing conditions shall be payable by the applicants on demand shall bear interest at 10 per cent. per annum from the date on which payment thereof shall be demanded.

Dated *189 .*} *Manager.*

TO THE MANAGER,

_____*State Railway.*

_____189 .

DEAR SIR,

WE accept the above conditions for the construction, working and maintenance of the siding asked for by us_____ at mile_____on the_____of the_____State Railway.

Dated the *189 .*}

APPENDIX O.

Resolution by the Government of India in the Public Works Department, No. 09 R. E., dated, Calcutta, the 24th January 1899.

Modification of Code Rules relating to Railway Provident Funds.

READ—

Paragraph 3 of Secretary of State's Despatch No. 40 Ry., dated 26th April 1894.
Letter from the Director General of Railways, No. 1461 E., dated 7th July 1894.
Despatch No. 82 Ry., dated 19th December 1894, to Secretary of State.
Despatch No. 7 Ry., dated 24th January 1895, from Secretary of State.
Despatch No. 12 Ry., dated 12th February 1896, to Secretary of State.
Despatch No. 28 Ry., dated 26th March 1896, from Secretary of State.
Despatch No. 3 Ry., dated 13th January 1898, to Secretary of State.
Despatch No. 58 Ry., dated 14th July 1898, from Secretary of State.

RESOLUTION.—In the correspondence quoted above, the Government of India have had under consideration various suggestions and representations which have been made in connection with the depreciation of the deposits of subscribers to the Provident Funds of State and Companies' lines, resulting from the fall in exchange. They have also noticed the inadequacy, in many cases, of the funds, as at present constituted, to fulfil the purposes for which they were instituted, and have discussed the question of suitable remedies. The conclusions arrived at were that, while it would be outside the agreement between Government and the depositors to adopt a suggestion, which has been made, that the deposits of non-domiciled employés should be repaid on retirement or death at a privileged rate of exchange, it was desirable and reasonable that depositors, whose intention it was to retire to Europe, America or the British Colonies, should be allowed to convert their subscriptions into sterling at the rate of exchange obtaining in the year in which they were deposited in the fund, subject to the condition that the rate of interest allowed should also be adjusted to that usually obtainable on sterling, as distinguished from rupee transactions; also that steps were necessary to place the funds on a more efficient basis by increasing the rates both of subscribers' deposits and of the Government or Railway contributions; and, lastly, that some special concessions were required to meet the case of subscribers who were too near the end of their service to benefit materially by the reconstitution of the funds. The following arrangements for giving effect to those conclusions so far as they affect the Provident Funds of State Railways, have been approved by the Secretary of State, and except as otherwise provided, will come into force from the date of this resolution.

I.—Future entrants, whether married or single, will be required to subscribe to the Provident Fund at an uniform rate of one-twelfth of pay, to which Government will add half yearly—

(*a*) a first sum out of the gross revenue of the railway equal to one-half of such subscriptions;

(*b*) a second sum not exceeding one-half of such subscriptions; and also not exceeding one per cent., of net earnings, calculated before any contributions to the fund have been added to the working expenses.

They will also have the option, to be exercised once for all within six months of joining the fund, of having their Provident Fund account kept in sterling or in rupees, the amount being converted in the case of accounts kept in sterling once a year at the average rate of exchange obtained by the Secretary of State for his remittances for that year, interest being allowed at 3 per cent. only instead of 3½ per cent. which is the rate at present allowed on accounts kept in rupees.

Note.—Liberty is in both cases reserved to the Government to reduce the rate of interest in certain eventualities.

II.—As regards subscribers now in the service:

(*a*) European and Eurasian subscribers of less than 20 years' service, or less than 40 years of age when the new scheme comes into force, and all other subscribers without respect to their age or service will have the option, to be exercised within six months from the date of this resolution, of coming under the new scheme for the remainder of their service. They will also have the option, whether they elect for the new scheme or not of having their accounts recast from the commencement on a sterling basis, and kept for the future in sterling as in rule I; this option must also be exercised within six months from the same date.

(*b*) European and Eurasian subscribers of 20 years' service and upwards, or of 40 years of age and upwards, on the 1st January 1898, that being the date from which the new scheme comes into force, will remain on the old scale and have their Provident Fund balances (compulsory subscriptions with bonus on those subscriptions and interest) paid to them on retirement to Europe, America, or the Colonies, or in the event of death before retirement, to their heirs or assigns, if the latter reside or intend to reside in Europe, America or the Colonies, at 1*s.* 6*d.* per rupee; unless they elect within six months as above, to come under the new scale for the rest of their service, in which case they will be treated in the same way as men of less than 20 years' service or 40 years of age who elect to come under the new scale as in rule II (*a*). The difference of cost between the actual market value of the rupee and 1*s.* 6*d.* will be chargeable to the working expenses of the railway as additional contributions to the Provident Fund.

III.—The following supplementary rule will apply to all persons:—

An employé with under 20 years' service, who may leave the Railway voluntarily, otherwise than on medical certificate that he is unfit for further service, or on transfer to another railway with the consent of his employer, or who may be dismissed for ordinary misconduct or negligence, will be liable to forfeit the whole or a portion of the railway contributions and interest thereon, subject to any orders that may be passed on specific cases by Government, on the recommendation of the Managers, or to any general rules on the subject that may be laid down hereafter.

The cases of employés dismissed for gross misconduct or fraud will be governed by the present rule, Public Works Code, Volume IV, Chapter X, paragraph 29.

IV.—The new rules, so far as applicable, will extend to the same classes of employés as those to whom the present rules apply, *vide* Public Works Department Code, Volume IV, Chapter X, paragraph 6.

V.—*In the* case of employés already in the service who elect for them under the option allowed in rule II, the new rates of subscriptions and contribution specified in rule I will come into operation with effect from the 1st January 1898. In individual cases however in which the Manager considers that there will be difficulty or hardship in collecting arrear subscriptions from that date, he may defer the application of the rules to the 1st January 1899.

2. It must be clearly understood that subscribers who do not elect the new rules will remain wholly under the old rules; that is to say, they will receive, as at present, a bonus of 50 per cent. of their compulsory subscriptions, and a second bonus not exceeding 50 per cent. of their compulsory subscriptions and calculated on one-half per cent. of the net earnings only, instead of on one per cent. as under the new rules.

3. The concession regarding payment of their deposits at the rate of 1*s.* 6*d.* per rupee to employés with 20 years' service and over, or of 40 years of age and above [rule II (*b*)], extends to all persons who, during the years 1897 or 1898, or during the current year, before the issue of this resolution, may have been or may be compelled, by the operation of the 55 years' rule, to retire from the service.

4. Should it appear hereafter that the contributions made by Government to the deposits of subscribers under this scheme, with interest, are either generally or in particular cases, in excess of the value of the pension admissible to pensionable officers of similar standing and on corresponding pay, Government reserves the right either to modify the rates, or to reduce the amounts payable in individual cases.

5. The question how far the arrangement above notified can be adapted to the Provident Funds of Companies' lines is under separate consideration and will be dealt with hereafter.

ORDER.—Ordered that a copy of this resolution be forwarded to the Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch, the Chief Commissioner of Assam, the Resident at Hyderabad, the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam, and the Managers, North-Western, Oudh and Rohilkhand, East Coast and Eastern Bengal State Railways, for information and guidance.

Ordered, also, that a copy be forwarded to the Accountant-General, Public Works Department, for information, and that it be published in the *Gazette of India*.

APPENDIX P.

Resolution by the Government of India in the Public Works Department, No. 390 R. E., dated, Simla, the 1st March 1899.

Grant of increase of pay in lieu of Exchange Compensation Allowance to non-pensionable employés of State and Companys' Lines open to Traffic, on salaries not exceeding Rs. 400 a month.

READ—

Public Works Department letter No. 1989 G., dated 19th June 1894.
Public Works Department letter No. 2040 G., dated 23rd June 1894.
Public Works Department letter No. 2191 G., dated 14th August 1897.
Public Works Department Despatch to Secretary of State, No. 90 Ry., dated 25th August 1897.
Public Works Department letter No. 3108 G., dated 23rd November 1897.
Finance and Commerce Department Resolution No. 4847 Ex., dated 5th November 1898, paragraph 4, last clause relating to class II (*b*).
Finance and Commerce Department Despatch to Secretary of State, No. 133, dated 12th May 1898.
Despatch from Secretary of State, No. 94 Ry., dated 10th November 1898.
Public Works Department letter No. 3 G., dated 3rd January 1899.

OBSERVATIONS.—In the orders of 1894, read in the preamble, it was laid down that Exchange Compensation Allowance should not be given to certain employés of open lines of railway, who come under the general description of fluctuating staff and belong to the classes noted in the margin, but that in its place Managers of lines should be empowered to raise the pay of such men to an extent not exceeding 15 per cent. on a consideration of the market value of their services. These orders were also made applicable to railways worked by Companies.

Mechanics, Drivers, Shunters, Guards, Permanent-way Inspectors, Station Masters, etc., on pay of Rs. 200 and below.

In issuing the orders above referred to, the main objects the Government of India had in view, were the partial introduction of the principle that the determinant factor in fixing the pay of the subordinate non-pensionable staff of Railways should be the market value, in this country, of the services rendered, and also the reduction to reasonable proportions of the number of claims for Exchange Compensation Allowance.

2. The Government of India, after giving the matter their further careful consideration were of opinion that the orders of 1894, might, with great advantage, be extended to meet the case of all non-pensionable employés on pay of Rs. 400 per mensem and below, and have obtained the sanction of the Secretary of State to this proposal.

3. This extension of the orders of 1894 will enable Managers to grant increases of pay above the present sanctioned pay of their appointments to the subordinate European staff on a consideration of the market value of the individual services rendered. Those members of the staff who are at present in receipt of Exchange Compensation Allowance, and come within the orders, may be given an increase of pay in lieu thereof equal to their present allowance at the ruling rate. The classes of employés who will now come within the scope of the revised arrangement, in addition to those who came under the orders of 1894, are enumerated in the margin. It will rest entirely with Managers to grant, withhold, or withdraw these increases of pay on a consideration from time to time mainly of the market value of the services rendered. Thus, it will not necessarily follow that an employé who has once been granted an increase of pay under these orders will always retain it, or that an employé who, in a lower appointment, received an increase above the pay of that appointment, will, on promotion to a more highly paid appointment, receive a similar increase on the pay of the higher appointment.

(1) Subordinate Superintendents, Traffic, Locomotive and Engineering Departments.
(2) Station Masters.
(3) Chief Clerks in Offices of Managers and Heads of Locomotive, Traffic and Engineering Departments.

It should further be understood that the intention is not to raise salaries generally but merely to increase the pay of individual members of the European staff in cases where, in the opinion of Managers, the sanctioned pay of the class to which the men belong, or of the appointments held by them, is, after taking into consideration the fall in the value of the rupee, below the market value of the services rendered.

The Government of India also desire to draw attention to the fact that the maximum of 15 per cent. on the pay of appointments up to which increases may be given under these orders is considerably above the present rate of Exchange Compensation Allowance; and, while not wishing to lay down any definite ruling on the subject or to interfere further with the discretion of Managers in this matter beyond fixing a maximum limit, they are of opinion that all increases of salary in excess of the amount admissible under the rules of Exchange Compensation Allowance, should be subjected to the closest possible scrutiny before sanction.

RESOLUTION.—The Government of India, with the approval of the Secretary of State are accordingly pleased to rule in modification of the orders in Public Works Department No. 1989 G., dated 19th June 1894, read in the preamble, that non-pensionable subordinate employés on State Railways, on pay of Rs. 400 per mensem and below, other than men paid by the day or job will in future not be eligible for Exchange Compensation Allowance. Subject however to the maximum of Rs. 450 not being exceeded, the pay of individual members of the European staff of the class referred to above may, from time to time, be increased, at the discretion of Managers of lines, to an extent not exceeding 15 per cent. of the sanctioned pay of the appointments held, or of the maximum pay of the class to which the men belong. Such increases should however be granted only after consideration of each case, and of the market value of the services rendered. In cases where Exchange Compensation Allowance is being now drawn, that allowance should at once be converted under these orders into an increase of pay equal to the allowance.

2. These increases of pay may, in any case in which the Manager deems the concession to be necessary with reference to the principles and limitations above explained, be sanctioned with retrospective effect from a date not earlier than 1st April 1897, in the case of employés who are not in receipt of Exchange Compensation Allowance on the date these orders come into force.

*East Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras.
South Indian.
Southern Mahratta.
Indian Midland.
Bengal-Nagpur.
Assam Bengal.
Bengal Central.

3. The Boards * of the Railway Companies noted in the margin having intimated their willingness to adopt the orders laid down in this Resolution, the Government of India sanction their adoption on those Companies' lines, subject to the proviso that they shall not be made applicable to the case of Employés engaged under covenants which entitle them to exchange Compensation Allowance, or to receive a portion of their pay at a fixed rate of exchange.

The Boards of the Bengal and North Western and Rohilkund-Kumaon Railways have accepted the proposals of the Government of India with certain reservations. As it is believed that the orders in this Resolution sufficiently meet their views, the orders can be applied to those railways if the Agent is prepared to accept them.

ORDER.—Ordered that a copy of this Resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin for information and guidance.

Governments of Bombay, Madras and Burma, Public Works Department, Railway Branch.
Chief Commissioner, Assam.
Resident at Hyderabad.
Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
Managers, North Western, Oudh and Rohilkhand, East Coast and Eastern Bengal State Railways.
Accountant General, Public Works Department.

Ordered also that a copy be forwarded to the Department of Finance and Commerce for information.

APPENDIX Q.

Memorandum dated the 20th March 1899, by the Honourable Sir Arthur Trevor, K.C.S.I., on the conclusions of the Conference of 1898 on Railway extensions in India.

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th and 16th August 1898, and was constituted as noted in the margin. A representative of the Revenue and Agricultural Department was not included on the Committee this year, as with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete, there were no famine lines brought forward that had not already been discussed in former years.

PRESIDENT:
His Excellency the Viceroy. (The Earl of Elgin).

MEMBERS:
The Honourable Sir James Westland, K.C.S.I.
The Honourable Major-General Sir E.H.H. Collen, K.C.I.E.
The Honourable Sir Arthur Trevor, K.C.S.I.
Mr. F.R. Upcott, Secy. to the Govt. of India, P.W. Dept.
Mr. A.R. Becher, Accountant General, P.W. Dept.

SECRETARY.
Captain W.J. McElhinny, R.E., Offg. Under-Secy. to the Govt. of India, P.W.Dept. (Railway Branch).

2. Twenty-three new projects were considered, of which five were set aside, one was recommended for construction by a Native State, and the remaining seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 10 miles in length and estimated to cost Rx. 40,000. It will connect Tonk with the Jaipur-Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither hitherto included in the programme nor brought under negotiation outside the programme, two have now been recommended for construction by, or on the responsibility, direct or indirect, of, Government, one by a Branch Line Company, and two for construction without assistance by Native States and private enterprise.

The lines in question are shown below :—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
		Miles.	Rx.	
	(a) By or on the responsibility, direct or indirect, of Government.			
1	Nowshera-Mardan . . .	40	117,600	Punjab. As part of the North-Western Railway.
2	Midnapore-Jherriah . . .	122	1,221,200	Southern Bengal. As part of the Bengal-Nagpur Railway.
	(b) Open to Branch Line Companies.			
1	Chandipur-Taki . . .	39	172,000	Bengal. Branch of Bengal Central Railway.
	(c) Reserved for Native States.			
1	Shoranur-Cochin . . .	64	917,700	Madras. Branch of Madras Railway.
	(d) By private enterprise.			
1	Ammayanáyakkanúr-Kuruvanath	75	500,000	Madras. Branch of South Indian Railway.

4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherriah has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent company to construct the Ammayanáyakkanúr-Kuruvanath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1896, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts :—

	Rx.
In 1896-97 (Actuals)	8,658,800
„ 1897-98 („)	8,145,500
„ 1898-99 (Revised Estimate)	8,387,500
TOTAL .	25,191,800

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500 above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about six crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under :—

	Rx.
1899-1900	6,772,700
1900-1901	6,728,400
1901-1902	6,821,000
TOTAL .	20,322,100

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.

The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900 ; and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under:—

	Rx.
34.—Construction of Protective Railways	490,000
48.—State Railways—Construction	3,465,000
Capital of Indian Railway Companies	2,841,900
Branch Line Companies	168,000
Guaranteed Railways and Extensions	1,107,800
East Indian Railway Company's debentures	750,000
Total amount available	8,822,700

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and Statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

STATEMENT A.

STATEMENT

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	I.—FROM IMPERIAL FUNDS.				
	(i)—By State Agency.				
	Open Lines.				
	Expenditure on open lines worked by the State	...	...	...	1,402,300
	Lines under Construction.				
1	Nowshera-Dargai	40	117,600	...	...
2	Eastern Bengal system. i.—Ránaghat-Godagari	93	930,000	...	...
3	ii.—Ganges Bridge at Godagari	...	1,000,000	...	...
4	iii.—Godagari-Malda	60	600,000	...	...
5	iv.—Malda-Raeganj	40	300,000	...	...
6	v.—Rungpore-Dhubri	51	468,800	...	...
7	East Coast, Gódávari Bridge	...	597,000	153,800	166,400
8	Rae Bareli-Benares Extension	139	843,400	762,500	54,400
9	Mari-Attock	87	1,611,500	1,377,400	142,500
10	Kotri-Rohri, Indus Bridge	...	310,100	169,500	108,400
11	Bhátinda-Ferozepore conversion to 5' 6" gauge	55	178,800	108,200	64,700
12	Rungpore-Dhubri, Teesta Bridge	...	151,900	10,800	46,100
13	Cooch Behar-Santrabari, British section	20	45,600	8,000	30,300
14	Rajbari-Faridpur Branch, Eastern Bengal Railway	14	136,000	56,900	26,100
15	Shadipalli-Bálotra (i) British section	75	315,600	2,700	100,300
16	(ii) Conversion of H. U. section	55	63,300		
17	Agra-Delhi Chord	121	907,600	6,200	...
18	Ghaziabad-Moradabad Chord	87	823,000	...	238,000
	Reserve	...	...	...	...
	Total Lines under Construction	937	9,400,200	2,656,000	977,200
	Total I (i)—By State Agency	937	9,400,200	2,656,000	2,379,500

A

on Railways to end of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	Forecast for		Total probable expenditure up to end of 1901-1902.	No.	Remarks.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.		
...	625,800	650,000	650,000	...		
...	120,000	50,000	...	170,000	1	New projects.
...	...	100,000	100,000	200,000	2	
...	...	100,000	100,000	200,000	3	
...	...	50,000	50,000	100,000	4	
...	...	50,000	50,000	100,000	5	
...	100,000	200,000	200,000	500,000	6	
320,200	200,000	100,000	...	620,200	7	
816,900	4,000	...	...	820,900	8	
1,519,900	25,000	...	...	1,544,900	9	
277,900	...	...	...	312,900	10	
172,900	35,000	...	...	172,900	11	
56,900	111,500	...	...	168,400	12	
38,300	12,500	...	...	50,800	13	
83,000	...	...	...	83,000	14	
103,000	100,000	47,200	...	250,200	15	
...					16	
6,200	...	200,000	200,000	406,200	17	
238,000	332,600	200,000	323,000	1,093,600	18	New project.
...	162,600	...	...	162,600		Reserve.
3,633,200	1,203,200	1,097,200	1,923,000	6,956,600		
3,633,200	1,829,000		1,673,000	6,956,600		

STATEMENT

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	I.—FROM IMPERIAL FUNDS—*contd.*				
	Brought forward	937	9,400,200	2,656,000	2,379,500
	(ii)—By the Agency of Main Line Companies.				
	Open lines.				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	Lines under Construction.				
19	Rajputana-Malwa, Godhra-Baroda chord	45	341,200	...	...
20	Tirhoot, Hajeepore-Begum Sarái-Katihár Extension	158	1,223,100	604,400	250,000
21	Tirhoot, Sakri-Jainagar Branch	30	158,600	...	...
22	Assam-Bengal (i) Construction, chargeable to Part II	736	10,358,800	*6,469,500	1,180,400
23	Assam-Bengal (ii) Land, chargeable to Part I	...	505,000	331,700	22,000
24	East Indian, Moghal Sarai-Gya Extension	126	1,511,100	701,400	529,100
25	Ditto Dehree-Daltonganj	78	721,800	...	20,000
26	Ditto Shikohabad-Farukhabad Branch	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch	5	23,900	...	...
28	Ditto Madura-Pámban	102	459,000	...	...
29	Tinnevelley-Quilon, British Section	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	Grand Total I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

* Includes Rx. 3,56,000 from Company's funds.

A—*contd.*

on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	Forecast for 1900-1901. Subject to alteration.	Forecast for 1901-1902. Subject to alteration.	Total probable expenditure up to end of 1901-1902.	No.	Remarks.
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,000	...	1,642,500	24	
20,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	
...	100,000	100,000	220,000	420,000	28	New project.
...	70,000	80,000	100,000	250,000	29	Native State Section, 58 miles in length, and costing Rx. 766,200 put outside the Programme as involving no liability.
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	

STATEMENT

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.				
	Open Lines.				
30	Great Indian Peninsula	...	...	...	73,600
31	Madras	...	...	...	20,100
32	Bombay, Baroda and Central India	...	...	...	459,100
	Total Open Lines	...	...	...	(a)552,800
	Lines under Construction.				
33	Amalner-Jalgaon Branch, G. I. P. R.	34	385,100	...	228,200
34	Chálisgaon-Dhulia Branch, G. I. P. R.	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula	20	200,000	...	...
36	Calicut-Cannanore Branch, Madras Railway	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri	12	192,000	...	...
	tal Lines under Construction	162	1,874,300	6,300	298,800
	Grand Total II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	162	1,874,300	6,300	851,600
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.				
	Open Lines.				
38	Bengal Central	...	...	...	78,100
39	Bengal-Nágpur	...	...	...	108,300
40	Burma	...	...	...	94,300
41	Indian Midland	...	...	...	203,000
42	Lucknow-Bareilly	...	...	...	15,300
43	Southern Mahratta (including Mysore)	...	...	...	79,900
	Total Open Lines	...	...	...	578,900
	Carried over	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.

A—*contd.*

on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	Forecast for		Total probable expenditure up to end of 1901-1902.	No.	Remarks.
		1900-1901.	1901-1902.*			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	74,000	90,000	90,000	...	30	
...	60,000	60,000	60,000	...	31	
...	410,000	100,000	100,000	...	32	
...	544,000	250,000	250,000	...		
228,200	363,400	...	...	591,600	33	
...	...	...	...	...	34	
...	...	100,000	100,000	200,000	35	New project.
76,900	200,400	100,000	121,400	498,700	36	
...	...	100,000	...	100,000	37	New project.
305,100	563,800	300,000	221,400	1,390,300		
305,100	1,107,800	550,000	471,400	1,390,300		
...	40,000	40,000	40,000	...	38	
...	100,000	300,000	300,000	...	39	
...	12,100	120,000	120,000	...	40	
...	165,000	50,000	50,000	...	41	
...	6,900	30,000	30,000	...	42	
...	60,000	60,000	60,000	...	43	
...	384,000	600,000	600,000	...		
...	384,000	600,000	600,000	...		

STATEMENT

Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
	III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies—*contd.*				
	Brought forward .	...	...	...	578,900
	Lines under Construction.				
44	Bengal-Nágpur . Sini-Midnapore-Cuttack-Calcutta	361	8,000,000	3,506,800	1,752,700
45	Bengal-Nágpur . Raipur-Dhamtari . . .	56	114,100		
46	Bengal-Nágpur . Midnapore-Jherriah Extension .	122	1,221,200	...	...
47	Bengal-Nágpur . Khargpur-Midnapore . .	8	142,500	...	...
48	Bengal-Nágpur . Gondia-Satpura . . .	237	811,000	...	...
49	Burma . Mandalay-Kunlon	225	2,250,000	880,100	299,700
50	Burma . Meiktila-Myingyan	58	361,400	...	185,700
51	Burma . Sagaing-Monywa-Alon . . .	75	399,500	...	120,300
52	Burma . Thonze-Henzada-Bassein Extension .	112	780,000	...	...
	Total Lines under Construction . . .	1,254	14,079,700	4,386,900	2,358,400
	Grand Total III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	1,254	14,079,700	4,386,900	2,937,300
	IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Guarantee.				
	Lines under Construction.				
53	Hardwar-Dehra	30	300,000	36,500	150,000(*a*)
54	Brahmaputra-Sultanpur	60	342,700	88,700	68,000(*a*)
	Grand Total IV.—Against the Capital Accounts of Branch Line Companies.	90	642,700	125,200	218,000

(*a*) Not included in programme for 3 years 1896-97 to 1898-99.

A—*contd.*

on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	Forecast for		Total probable expenditure up to end of 1901-1902.	No.	Remarks.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	384,000	600,000	600,000	...	...	
5,259,500	1,557,500	200,000	20,700	7,037,700	44 45	
...	...	600,000	650,000	1,250,000	46	New projects.
...	112,500	...	...	112,500	47	
...	...	...	100,000	100,000	48	
1,179,800	435,500	300,000	322,500	2,237,800	49	
185,700	112,400	76,000	85,900	454,000	50	
120,300	240,000	50,000	42,000	452,300	51	
...	...	...	100,000	100,000	52	New project.
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	53	
156,700	80,000	21,700	...	258,400	54	
343,200	168,000	59,200	...	570,400	...	

STATEMENT

Statement of Forecast of Capital expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	ABSTRACT.	Miles.	Rx.	Rx.	Rx.
I.—From Imperial Funds.	(i) By State Agency. (a) Open Lines	...	...	...	1,402,300
	(i) By State Agency. (b) Construction	937	9,400,200	2,656,000	977,200
	Total	937	9,400,200	2,656,000	2,379,500
	(ii) By the Agency of Main Line Companies. (a) Open Lines	...	...	...	770,400
	(ii) By the Agency of Main Line Companies. (b) Construction	1,391	16,004,500	8,107,000	2,001,500
	Total	1,391	16,004,500	8,107,000	2,771,900
	TOTAL I	2,328	25,404,700	10,763,000	5,151,400
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	(a) 552,800
	(b) Construction	162	1,874,300	6,300	298,800
	TOTAL II	162	1,874,300	6,300	851,600
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	578,900
	(b) Construction	1,254	14,079,700	4,386,900	2,358,400
	TOTAL III	1,254	14,079,700	4,386,900	2,937,300
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines	...	...	...	...
	(b) Construction	90	642,700	125 200	(a) 218,000
	TOTAL IV	90	642,700	125,200	218,000
TOTAL, I TO IV	(a) Open Lines	...	...	...	3,304,400
	(b) Construction	3,834	42,001,400	15,281,400	5,853,900
	GRAND TOTAL	3,834	42,001,400	15,281,400	9,158,300

(a)—Not included in programme for 3 years 1896-97 to 1898-99.

A—*concld.*

on Railways to end of 1901-1902—concld.

Total expenditure to 31st March 1899. (Cols. 5+6).	Budget Estimate, 1899-1900.	Forecast for		Total probable expenditure up to end of 1901-1902.	No.	Remarks.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...	...	
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600	...	
...	1,308,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,200	4,428,500	21,370,100	...	
...	544,000	250,000	250,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	471,400	1,390,300	...	
...	384,000	00,000	600,000	...	...	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	...	...	
343,200	168,000	59,200	...	570 400	...	
...	2,862,300	2,760,000	2,810,000	...	...	
21,135,300	5,960,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,728,400	6,821,000	35,075,100	...	

STATEMENT B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	Remarks.
(I) By Branch Line Companies.	Miles.	Rx.	
(a) Lines shown as under construction in 1897-98.			
Segowlie-Ruxaul	18	99,800	Completed and opened to traffic.
Open .	18	99,800	
South Behar	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than ¾ths finished.
Tapti Valley (Surat-Nandurbar-Amalner)	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than ¾ths finished. First section to Vyara opened to traffic.
*Hardwar-Dehra	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur	54	205,400	Ditto More than ¾ths finished.
Jamalpur-Jagganathganj . . .			First section to Jamalpur opened to traffic.
Under Construction .	381	3,377,746	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Narwana-Kaithal Branch . . .	23	100,000	Completed and opened to traffic.
Open .	23	100,000	
Chandipur-Taki	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Taran-Sarhali . . .	25	150,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
	64	322,000	
(c) New projects since put forward. Nil.			
Total (I) .	486	3,899,546	
(II) By Native States.			
(a) Lines shown as under construction in 1897-98.			
Wadhwán-Dhrangadhra	21	66,200	Completed and opened to traffic.
Cooch Behar Town Extension . . .	3	15,000	Opened to traffic.
Open	24	81,000	

* Under new arrangements these two lines will be included in programme from next year.

STATEMENT B.—*concld.*

RAILWAY.	Length.	Estimated or approximate cost.	REMARKS.
(*a*) *Lines shown as under construction in 1897-98.*—concld.	Miles.	Rx.	
Birur-Shimoga Branch	38	185,000	Under construction by the Mysore Durbar. Nearly ¾ths finished.
Hyderabad-Gódávari Valley	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Goona-Bárán Extension	74	602,500	Under construction by the Durbars concerned. About ¾ths finished.
Shadipalli-Bálotra (Jodhpur Section)	135	427,700	Under construction by the Jodhpur Durbar. About half finished.
Jaipur-Chambal (Jaipu-Siwai-Madhopur)	73	343,200	Under construction by the Jaipur Durbar. About half finished.
Cooch Behar-Alipore	11	25,000	More than half finished.
Bikaner-Suratgarh	114	247,330	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About ⅓rd finished.
Under Construction	853	4,879,620	
(*b*) *Recommended lines shown as under consideration or negotiation in 1897-98.*			
Ludhiana-Dhuri-Jakhal	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwailor-Bhind-Chambalghat*	46	86,300	Half finished. *Excluding 6·54 miles of the existing line, which will require slight alterations.
	127	502,900	
(*c*) *New projects put forward since 1897-98 and commenced or arranged for.*			
Tinnevelley-Quilon (Native State Section)	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II)	1,062	6,229,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(*a*) *Lines shown as under construction or actually arranged for in 1897-98.*			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches)	210	1,318,100	Under construction. More than half finished.
Barsi Road-Pandharpur extension	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Mettupalaiyam-Coonoor)	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,807,025	
(*b*) *Recommended lines shown as under consideration or negotiation in 1897-98.*			
Kalka-Simla	68	700,006	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Dooars Extensions	126	611,100	Contract executed, estimate sanctioned and work commenced.
	194	1,311,100	
(*c*) *New projects put forward since 1897-98 and commenced or arranged for.* *Nil.*			
TOTAL (III)	454	3,118,125	
GRAND TOTAL (I) TO III	2,002	13,247,591	

STATEMENT C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

(i) Branch Line Companies,
(ii) Native States,
(iii) Railway Companies to which free land and minor concessions are given,

but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	Remarks.
	Miles.	Rx.	
(I) By Branch Line Companies.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bhágalpur-Bausi-Baidyanáth	90	739,700	Concession being arranged.
Ahmadpur-Baidyanáth	62	551,700	Negotiations in progress.
Gogri (Mansi)-Baptiahi	85	500,700	Concession being arranged.
Kurnool Road Branch	36	120,000	Under consideration.
Jullundur-Hoshiarpur	25	150,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka)	34	130,800	Ditto ditto.
Nadiad-Kapadvanj	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund)	12	192,000	Ditto ditto.
Mutupet-Avadayárkóvil	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Kissengunge)-Kotchandpur-Magura	51	130,000	Under consideration.
(b) New projects since put forward or recommended.			
Ammayanáyakkanúr-Kuruvanath	75	500,000	Negotiations in progress.
Sylhet District tramways	43	120,000	Under consideration.
Cachar District tramways	60	147,500	Ditto ditto.
Bezwada-Masulipatam	44	530,000	Ditto ditto.
Total (I)	690	4,049,800	
(II) By Native States.			
(a) Lines included in the list of 1897-98 as under consideration.			
Arsikere-Hassan	27	192,500	Under consideration by the Mysore Durbar.
Bárán-Kotah (2 feet)	43	95,000	Under consideration by the Kotah Durbar.
Mysore Fraserpet	52	250,000	Under consideration by the Mysore Durbar.
(b) New projects since put forward or recommended.			
Shoranur-Cochin	64	917,700	Under consideration by the Travancore Durbar.
Total (II)	186	1,455,200	

STATEMENT C—*concld.*

Railway.	Length.	Estimated or approximate cost.	Remarks.
	Miles.	Rx.	
(III) By Railway Companies to which free land and minor concessions are given.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bengal Dooars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vizianagram-Bimlipatam	15	93,900	Negotiations in progress.
Láksám-Noakhali-Ichakhali . . .	38	228,000	Negotiations in progress. Alternative for Feni-Noakhali line.
(b) New projects since put forward or recommended.			
Gorakhpur-Bagaha	65	334,000	Under consideration.
Ballia-Ghazipur	34	156,400	Ditto ditto.
Jaunpur-Aunrihar	34	129,200	Ditto ditto.
Total (III) .	191	975,500	
GRAND TOTAL (I) TO (III) .	1,067	6,480,506	

STATEMENT D.

Memorandum on the construction of railways.

1. At the commencement of 1898-99, *i.e.*, on the 1st April 1898, the *total* length of railways open for traffic was 21,198·08 miles, made up as follows:—

		Miles.	Miles.
(i)	East Indian	1,705·09	
	Bengal Central (*a*)	126·01	
	Bengal-Nágpur	880·88	
	Indian Midland	727·58	
	Bhopal-Itarsi (*British section*)	(*b*) 13·11	3,791·74
	Godhra-Ratlam-Nágda	(*c*) 140·91	
	Wardha Coal	(*d*) 44·88	
	Dhond-Manmád	(*d*) 142·44	
	Bezwada extension—East Coast State	(*e*) 20·88	
	Madras-Ennur section—Bezwada-Madras	(*f*) 9·45	
(ii)	North Western	(*g*) 2,517·02	
	Hyderabad-Shadipalli	(*h*) 58·91	
	Oudh and Rohilkhand	812·37	
	Eastern Bengal	(*e*) 253·79	4,491·40
	Calcutta Port Commissioners'	8·83	
	East Coast	(*i*) 838·78	
(iii)	Great Indian Peninsula	1,288·00	
	Bombay, Baroda and Central India	460·90	2,588·18
	Madras	839·28	
(iv)	Delhi-Umballa-Kalka	(*j*) 162·24	
	Tarkessur	(*j*) 22·23	584·27
	Southern Punjab (Delhi-Samasata)	(*k*) 399·80	
(v)	Khámgaon	(*d*) 7·55	
	Amraoti	(*d*) 5·44	
	Bina-Goona	(*b*) 71·74	
	Bhopal-Ujjain	(*b*) 113·53	
	Bhopal-Itarsi (*Native State section*)	(*b*) 44·28	632·87
	The Nizam's Guaranteed state	(*k*) 332·32	
	Nágda-Ujjain	(*e*) 34·67	
	The Gaekwar's Petlád	(*e*) 13·35	
	Kolar Gold-fields	(*f*) 10·00	
(vi)	Rajpura-Bhatinda	(*k*) 107·94	123·86
	Jammu and Kashmir (*Native State section*)	(*k*) 15·92	
(vii)	Bengal and North-Western—		
	Tirhoot section	341·80	
	Company's section (*l*)	515·90	
	Lucknow-Bareilly section—Rohilkund and Kumaon	231·17	
	Rajputana-Malwa	(*c*) 1,673·93	
	Pilanpur-Deesa	(*c*) 17·28	
	Southern Mahratta	1,042·84	6,630·28
	Guntakal-Mysore frontier	(*m*) 119·50	
	Mysore section—Southern Mahratta	246·00	
	South Indian	1,045·39	
	Mávavaram-Mutupet	(*n*) 63·99	
	Assam-Bengal	(*o*) 360·63	
	Burma	936·45	
(viii)	Eastern Bengal—		
	Northern and Behar sections (*including the Kaunia-Dharila, 2′ 6″ gauge, branch*)	478·47	
	Dacca section	85·93	643·99
	Cawnpore-Barhwal (*Metre gauge link*)	(*c*) 79·60	
(ix)	Deoghur	4·78	
	Rohilkund and Kumaon (*Company's section*)	53·93	
	Bengal Doonrs	38·40	237·20
	Dibru-Sodiya	77·50	
	Ledo and Tikak-Margherita Colliery	10·00	
	Ahmed-bad-Prántij	(*c*) 54·89	
(x)	The Gaekwar's Mehsána	(*c*) 92·63	
	Kolhápur	(*m*) 29·07	188·30
	Yesvantpur-Mysore frontier	(*m*) 51·35	
	Mysore-Kanjangód	(*m*) 15·25	
(xi)	Jodhpur-Bikaner	364·00	
	Udaipur-Chitor	60·39	
	Bhávnagar-Gondal-Junágad-Porbandar	(*p*) 333·46	858·36
	Jetalsar-Rájkot	(*q*) 46·23	
	Jámnagar (*r*)	(*q*) 54·28	
(xii)	West of Indus Portuguese	51·00	
	Pondicherry	(*n*) 7·80	73·25
	Káraikkal-Peralam	(*n*) 14·45	
(xiii)	Cherra-Companyganj (2′ 6″)	8·00	
	Jorhát (2′ 0″)	28·25	36·25
(xiv)	Darjeeling-Himalayan (2′ 0″)	51·00	
	Bársi Light (2′ 6″)	21·75	103·87
	Tarakeshwar-Magra (2′ 6″)	(*s*) 31·12	
(xv)	The Gaekwar's Dabhoi (2′ 6″)	(*c*) 78·80	
	Rajpipla (2′ 6″)	(*c*) 19·03	97·83
(xvi)	Cooch Behar (2′ 6″)	(*t*) 22·12	
(xvii)	Morvi (2′ 6″)		94·36

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	3,791·74	
(ii)	State lines worked by the State	4,491·40	
(iii)	Guaranteed companies	2,588·18	
(iv)	Assisted companies	584·27	
(v)	Lines owned by native states and worked by companies	632·87	
(vi)	Lines owned by native states and worked by State railway agency	123·86	
			12,212·27
Metre gauge—			
(vii)	State lines worked by companies	6,630·28	
(viii)	State lines worked by the State	643·99	
(ix)	Assisted companies	237·20	
(x)	Lines owned by native states and worked by companies	188·30	
(xi)	Lines owned and worked by native states	858·36	
(xii)	Foreign lines	73·25	
			8,631·38
Special gauges—			
(xiii)	State lines worked by the State	36·25	
(xiv)	Assisted companies	103·87	
(xv)	Lines owned by native states and worked by companies	97·83	
(xvi)	Lines owned by native states and worked by State railway agency	22·12	
(xvii)	Lines owned and worked by native states	94·36	
			354·43
TOTAL			(*u*) 21,198·08

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State Railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including the Kotri-Rohri *and* Mushkaf-Bolán Railways and 6·12 miles of military line not used for public traffic.
(*h*) Worked by the North Western State Railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*).
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 2·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the South Indian Railway Company.
(*o*) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh.
(*p*) Including 5·50 miles of Bhávnagar Dock estates and Junágad quarry lines.
(*q*) Worked by the Bhávnagar-Gondal-Junágad-Porandar Railway.
(*r*) Including 3·99 miles of Bedi-Bandar Dock estate sidings.
(*s*) Constituted a railway from the 19th May 1896. Previously omitted.
(*t*) Worked by the Eastern Bengal State Railway.
(*u*) Including the mileage of the Cherra-Companyganj Railway, which is treated as a steam tramway for administrative purposes only. This line was damaged by floods and was open up to 30th April 1895 only. It was reopened for goods traffic from 23rd December 1898.
(*v*) Including 2·30 miles from Golaghát to the Ganges constructed but not worked. This length was open for traffic from the 1st to the 5th October 1897.
(*w*) Includes the Gauhati-Jamuna Mukh section, 74·75 miles, temporarily closed to traffic from 13th June 1897 on account of damages done by earthquake

STATEMENT D—*contd.*

2. And the mileage under construction or sanctioned for construction on the same date was 4,295·66 miles(*e*), as follows:—

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	708·41	
(ii)	State lines worked by the State	672·38	
(iii)	Guaranteed companies	134·71	
(iv)	Assisted companies	293·20	
(v)	Lines owned by native states and worked by companies	76·00	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			1,965·02
Metre gauge—			
(vii)	State lines worked by companies	1,023·81	
(viii)	State lines worked by the State	76·13	
(ix)	Assisted companies	270·08	
(x)	Lines owned by native states and worked by companies	428·29	
(xi)	Lines owned and worked by native states	285 60	
			2,083·91
Special gauges—			
(xii)	State lines worked by companies	56·67	
(xiii)	State lines worked by the State	20·08	
(xiv)	Assisted companies	33·00	
(xv)	Lines owned by native states and worked by companies	48·80	
(xvi)	Lines owned by native states and worked by State railway agency	15·22	
(xvii)	Lines owned and worked by native states	72·96	
			246·73
	TOTAL	(*e*) 4,295·66	

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles 25,493·74(*f*)

			Miles.	Miles.	Miles.
(i)	East Indian—	Mogbal Sarai to Gya	126·20		
		Hathras Road to Hathas City	5·61		
		Shikohabad to Farukhabad	(*a*) 66·00	280·37	
		Barán to Daltongauj, including colliery branch	(*a*) 82·50		708·41
	Bengal-Nágpur—	Sini *viâ* Midnapore to Howrah	170·00	380·00	
		Midnapore to Barang (Cuttack)	190·00		
	Indian Midland—	Damoh to Katni		68·04	
(ii)	North Western—	Lyallpur to Khanewal	105·00		
		Kotri to Hyderabad (Sind)	5·30		
		Campbellpore Cantonment to Basal (New Pind-Sultáni)	25·00	130·30	
		Langar Sti to Mári	55·00		
	Oudh and Rohilkhand—	Rae Bareli to Benares	138·69	225·69	672·38
		Ghaziabad to Moradabad	87·00		
	Eastern Bengal—	Panchooria to Faridpur	14·59	20·09	
		Panchooria to the Ganges	5·50		
	East Coast—	Temporary Puri station to permanent Puri station	1·89	6·44	
		Godávari bridge at Rajahmundry and approaches	4·55		
	Bezwada-Madras (*Eumúr-Bezwáda section*)—	Eumúr to Gudur	74·00	229·86	
		Nellore (c) to Tadépalli	155·26		
(iii)	Great Indian Peninsula—	Amalner to Jalgaon	34·05	71·36	
		Chalisgaon to Dhulia	37·31		
	Madras—	Calicut to Cannanore	59·00	63·35	134·71
		Arcot to Ranipet	4·35		
	Southern Punjab (*Delhi-Sarsawa*)—	Delhi Brewery to Delhi	0·79	25·79	
		Narwana to Kaithal	25·00		
(iv)	South Behar (*Luckeeserai-Gya*)—	Luckeeserai to Gya		79·00	293·20
	Hardwar-Dehra—	Hardwar to Dehra		32·01	
	Tápti Valley—	Surat to Amalner		156·40	
(v)	Binn-Goons—	Goona to Bárán			76·00
(vi)	Ludhiána-Dhuri-Jakhal—	Ludhiana *viâ* Dhuri to Jakhal			(*a*) 80·32

					Miles.
(vii)	Bengal and North-Western—	*Tirhoot section*— Hajeepore to Begamsarai	44·25	161·00	
		Garhara to Kathár	116·75		
		Company's section— Bairampur to Tulsipur	20·00	424·52	
		Ganges-Gogra Doab lines— Tartipur to Benares	83·20		
		Mau to Shahganj	60·00	263·52	
		Mau *viâ* Ballia to Revelganj	71·32		
		Amnihar to Gházipur	29·00		1,023·81
	Assam-Bengal—	Badarpur to Makum	325·32	381·57	
		Badarpur to Silchar	18·62		
		Lumding to Jamuna Mukh	37·63		
	Burma—	Sáduw to the right bank of the Salween river		217·72	
(viii)	Eastern Bengal—	Teesta bridge at Kaunia and approaches		4·87	
	Hyderabad (Sindh-Jodhpur frontier—	Hyderabad (Sind) to the Jodhpur frontier		(*d*)71·26	76·13
(ix)	Bengal Doors—	Maibazar to Hantupara		46·00	
		Dam Dim to Bagrakote		6·76	121·76
		Deomoni Hat to Lalmonir Hat		69·00	
	Brahmaputra-Suitanpur—	Sultanpur *viâ* Bogra to Kaliganj		59·70	
	Mymensingh-Jamalpur-Jagannathganj—	Mymensingh *viâ* Jamalpur to Jagannathganj		53·81	270·00
	Segowlie-Bazaul—	Segowlie to Bazaul		18·00	
	Nilgiri—	Mettúpálaiyam to Coonoor		16·81	
(x)	Mysore-Nanjangúd—	Nanjangúd station to a point nearer the town of Nanjangúd		0·50	
	Birur-Shimoga—	Birur to Shimoga		37·98	428·29
	Hyderabad-Gódávari Valley—	Secunderabad to Manmád		389·81	
(xi)	Jodhpur-Bikaner—	Jodhpur section— Balotra to the Jodhpur frontier		134·81	
		Bikaner section— Bikaner to Lunkaransar		50·57	
	Udaipur-Chitor—	Debari to Udaipur		6·44	285·69
	Jaipur-Siwai-Madhopur—	Sanganer to Siwai-Madhopur		72·78	
	Dhrángadrá—	Wadhwán to Dhrángadrá		21·00	

					Miles.
(xii)	Raipur-Dhamtari branch (Bengal-Nágpur) (2′ 0″)—	Raipur to Dhamtari		(*a*)46·00	56·67
		Abhanpur to Rájim		(*a*)11·67	
(xiii)	Eastern Bengal, Cooch Behar-Santrabari extension (*British section*) (2′ 6″)—	Alipore to Jhánti			20·08
(xiv)	Bársi Light (2′ 6″)—	Bársi Road to Pandharpur			(*a*) 33·00
(xv)	Rewah (2′ 6″)—	Rewah to Sutna		(*a*)31·00	48·80
	Rajpipla (2′ 6″)—	Raj Pardi to Nandod		17·80	
(xvi)	Cooch Behar (2′ 6″)—	Right bank of the Torsa river to the town of Cooch Behar		3·72	15·22
		Cooch Behar to Alipore		11·50	
(xvii)	Gwalior-Sipri (2′ 0″)—	Gwalior to Sipri			72·96

(*a*) Commencement of work not yet authorized.
(*b*) The length between Basal (New Pind-Sultáni) and Langar, 16 miles, is a part of the open mileage of the Khusálgarh branch.
(*c*) Excluding the existing South Indian, metre gauge, Railway between Gudur and Nellore, 24·24 miles, subsequently taken over and converted to the standard gauge.
(*d*) The mileage given is exclusive of 55·08 miles of the existing Hyderabad-Shadipalli standard gauge railway to be converted to the metre gauge.
(*e*) Excluding the Bhátinda-Feruzepore conversion (69·35 miles).
(*f*) Includes the mileage of the Cherra-Companyganj Railway, which is treated as a steam tramway for administrative purposes only.

STATEMENT D—*contd.*

		Miles.	Miles.	Miles.
(i)	Agra-Delhi chord—			
	Agra to Delhi		(*a*) 121·16	
	Bengal-Nagpur—			
	Kharagpur to Midnapore		(*b*) 8·00	129·16
(ii)	North Indian—			
	Nerapatam to Nilgore		(*b*) 4·67	
	Burmah—			
	Kemtila to Myingyan	57·73		
	Sagaing to Alon	74·60	132·20	136·87
(iii)	Jodhpur-Bikaner (Bikaner section)—			
	Bikaner-Bhatinda Extension—			
	Lunkaransar to Suratgarh		(*b*) 63·00	
	Ghirsar to Palana		9·50	72·50
(iv)	Tezpore-Bálipárá (2′ 6″)—			
	Tezpore ghát to Bálipárá		(*f*) 20·10	
	Howrah-Amta (2′ 0″)—			
	Telkulghat (Howrah) to Amta		(*g*) 23·75	
	Baragachi to Jagatbullabpur (branch)			
	Howrah-Shenkhala (2′ 0″)—			
	Kadamtala to Sheakhala		(*g*) 19·25	156·30
	Chanditala to Jansi (branch)			
	Ranaghat-Krishnagar (2′ 6″)—			
	Right bank of the Churni river near Ranaghat to the left bank of the Jalangi river at Krishnagar		(*f*) 20·20	
	Kalka-Simla (2′ 0″)—			
	Kalka to Simla		(*a*) 68·00	
(v)	Gwalior-Chambal ghát (2′ 0″)—			
	Gwalior to Bhind			(*c*) 45·79
(vi)	East-Indian—			
	Háthras Road to Háthras City			5·61
	Bengal-Nagpur—			
	Sini to Kolaghat	134·63		
	Khurdah to Barang (Cuttack)	190·00	324·63	
	Indian Midland—			
	Damoh to Katni		68·02	398·28
(vii)	North Western—			
	Lyallpur to Toba Tek Singh		49·00	
	Oudh and Rohilkhand—			
	Rae Bareli to Benares		139·09	
	Eastern Bengal—			
	Panchouria to the Ganges	5·50		
	Panchouria to Faridpur	14·59	20·09	
	East Coast, including Bezwada-Madras—			
	Temporary Puri station to permanent Puri station	1·81		
	Ennur to Gudur	76·00		
	Gudur to Nellore	24·24	(*d*) 266·20	
	Nellore to Tadepalli	164·12		463·98
(viii)	Madras—			
	Wálájah Road to Hánipet			4·35
(ix)	Southern Punjab (Delhi-Samasata)—			
	Narwana to Kaithal		(*b*) 23·00	
	Tápti Valley—			
	Kanhra Khas to Vyara		35·25	58·25
(x)	Bengal and North-Western—			
	Company's section—			
	Bahrámpur to Tulsipur		(*d*) 18·50	
	Gogra bridge at Bahramghát and approaches		3·27	
	Ganges Gogra Doab lines—		(*d*) 232·29	
	Tarápur to Asamgarh	51·25		
	Mau to Benares	33·35		
	Mau viâ Ballia to Revelganj	71·32		
	Aunrihar to Gházipur	39·00		245·67
	South Indian—			
	Nellore to Gudur		(*e*) 24·24	
	Assam-Bengal—			
	Jamuna Mukh to Lanka	(*h*) 19·00		
	Badarpur to Silchar	18·62	37·62	
(xi)	Brahmaputra-Sultanpur—			
	Sultanpur to Bogra		23·50	
	Mymensingh-Jamalpur-Jagannathganj—			
	Mymensingh to Singhjani		33·00	91·40
	Segowli-Rajauli		19·00	
	Nilgiri—			
	Mettupáliyam to Coonoor		(*d*) 15·90	
(xii)	Jodhpur-Bikaner—			
	Bikaner section—			
	Bikaner to Dulmera		41·07	62·50
	Dhrángadra—			
	Wadhwán to Dhrángadra		(*d*) 20·83	
(xiii)	Mysore-Nanjangúd—			
	Nanjangúd town to a point near the town of Nanjangúd			0·50
(xiv)	Tezpore-Bálipárá (2′ 0″)—			
	Tezpore ghát to Bálipárá		(*f*) 20·10	
	Howrah-Amta (2′ 0″)—			
	Telkulghat (Howrah) to Amta		(*g*) 23·75	
	Baragachi to Jagatbullabpur (branch)			
	Howrah-Shenkhala (2′ 0″)—			
	Kadamtala to Sheakhala		(*g*) 19·25	63·10
	Chanditala to Jansi (branch)			
(xv)	Rajpipla (2′ 6″)—			
	Raj Pardi to Umalla			5·00
(xvi)	Cooch Behar (2′ 6″)—			
	Right bank of the Torsa river to the town of Cooch Behar		(*i*) 3·20	
	Cooch Behar to Alipore		11·60	14·80
(xvii)	Gwalior-Sipri (2′ 0″)—			
	Gwalior to Mohana			(*d*) 38·77

3. During 1898-99, *i.e.*, from 1st April 1898 to 31st March 1899, 540·62 miles of new railway were authorized as follows:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	129·16	129·16
Metre gauge—		
(ii) State lines worked by companies	136·87	
(iii) Lines owned and worked by native states	72·50	209·37
Special gauges—		
(iv) Assisted companies	156·30	
(v) Lines owned and worked by native states	45·79	202·09
TOTAL		540·62

And 1,451·60 miles were opened to public traffic as follows:

	Miles.	Miles.
Standard gauge—		
(vi) State lines worked by companies	398·28	
(vii) State lines worked by the State	463·98	
(viii) Guaranteed companies	4·35	
(ix) Assisted companies	58·25	924·86
Metre gauge—		
(x) State lines worked by companies	245·67	
(xi) Assisted companies	91·40	
(xii) Lines owned and worked by native states	62·50	
(xiii) Lines owned by native states and worked by companies	0·50	400·07
Special gauges—		
(xiv) Assisted companies	68·10	
(xv) Lines owned by native states and worked by companies	5·00	
(xvi) Lines owned by native states and worked by State railway agency	14·80	
(xvii) Lines owned and worked by native states	38·77	126·67
TOTAL		(*k*) 1,451·60

(*a*) Commencement of work not yet authorized.
(*b*) Provisionally sanctioned.
(*c*) The mileage given is exclusive of 0·54 miles of the Gwalior light railway.
(*d*) Correction of mileage.
(*e*) Converted to standard gauge and added to the mileage of the Bezwada-Madras railway.
(*f*) Constituted a railway from the 3rd May 1898.
(*g*) Constituted railways from the 7th October 1898.
(*h*) Excluding the Bhatinda-Ferozepore conversion (59·38 miles), which is likely to be opened in April 1899.
(*i*) Excluding Segowlia-Rajauli railway, which is shown separately.
(*j*) Constituted a railway from the 23rd February 1899.
(*k*) The Gauhati-Jamuna Mukh section has also been reopened.

STATEMENT D—*contd.*

4. The total length of open line at the commencement of 1899-1900, *i.e.*, on the 1st April 1899, will, therefore, be 22,650·96 miles, comprising:

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	4,190·02	
(ii) State lines worked by the State	4,954·77	
(iii) Guaranteed companies	2,592·47	
(iv) Assisted companies	642·51	
(v) Lines owned by native states and worked by companies	632·87	
(vi) Lines owned by native states and worked by State railway agency	123·86	
		13,136·50
Metre gauge—		
(vii) State lines worked by companies	6,877·86	
(viii) State lines worked by the State	648·99	
(ix) Assisted companies	328·60	
(x) Lines owned by native states and worked by companies	188·80	
(xi) Lines owned and worked by native states	920·86	
(xii) Foreign lines	73·25	
		9,033·36
Special gauges—		
(xiii) State lines worked by the State	36·25	
(xiv) Assisted companies	171·97	
(xv) Lines owned by native states and worked by companies	102·83	
(xvi) Lines owned by native states and worked by State railway agency	36·92	
(xvii) Lines owned and worked by native states	133·13	
		481·10
TOTAL		†22,650·96

		Miles.	Miles.
(i)	East Indian	1,710·70	
	Bengal Central (a)	125·01	
	Bengal-Nagpur	1,185·81	
	Indian Midland	798·43	
	Bhopal-Itarsi (*British section*)	(b) 13·11	4,190·02
	Godhra-Ratlam-Nagda	(c) 140·91	
	Wardha Coal	(d) 44·84	
	Dhond-Manmad	(e) 34·44	
	Bezwada extension (East Coast State)	(e) 20·55	
	Madras-Ennur section (Bezwada-Madras)	(f) 9·45	
(ii)	North Western	(g) 2,866·02	
	Hyderabad-Shadipalli	(h) 68·91	4,954·77
	Oudh and Rohilkhand	951·06	
	Eastern Bengal	275·88	
	Calcutta Port Commissioners'	8·33	
	East Coast, including Bezwada-Madras	(i) 794·37*	
(iii)	Great Indian Peninsula	1,388·20	
	Bombay, Baroda and Central India	480·90	2,592 47
	Madras	823·37*	
(iv)	Delhi-Umballa-Kalka	(j) 162·23*	
	Tarkessur	(k) 23·23	
	Southern Punjab (*Delhi-Sarsawa*)	(l) 423·00	642·51
	Thatti Valley	(m) 35·25	
(v)	Khamgaon	(n) 7·35	
	Amraoti	(o) 5·44	
	Dhar-Ganna	(p) 71·75	
	Bhopal-Ujjain	(q) 113·52	
	Bhopal-Itarsi (*Native State section*)	(r) 44·23	632·87
	The Nizam's Guaranteed State	(s) 352·33	
	Nagda-Ujjain	(t) 14·97	
	The Gaekwar's Petlad	(u) 13·35	
	Kolar Gold-fields	(v) 19·00	
(vi)	Rajpura-Bhatinda	(w) 107·94	123·86
	Jammu and Kashmir (*Native State section*)	(x) 15·92	

		Miles.	Miles.
(vii)	Bengal and North-Western—		
	Tirhoot section	341·80	
	Company's section (*l*)	746·49*	
	Lucknow-Bareilly section (Rohilkund and Kumaon)	237·17	
	Rajputana-Malwa	(c) 1,673·94*	
	Palanpur-Deesa	(c) 17·88	6,877·86
	Southern Mahratta	1,042·04	
	Guntakal-Mysore frontier	(y) 119·50	
	Mysore section (Southern Mahratta)	298·00	
	South Indian	1,031·85*	
	Mayavaram-Mutupet	(z) 53·99	
	Assam-Bengal	398·25	
	Burma	936·45	
(viii)	Eastern Bengal—		
	Northern and Behar sections (*including the Kanchrapara-Dhorilla, 5' 6" gauge, branch*)	472·45	
	Dacca section	38·93	648·99
	Cawnpore-Barhwal (*Metre-gauge link*)	(l) 79·60	
(ix)	Deesa	6·79	
	Rohilkund and Kumaon (*Company's section*)	5·92	
	Bengal Doors	302·40	328·60
	Dibru-Sadiya	77·50	
	Ledo and Tikak-Margherita Colliery	(a) 10·00	
	Ahmedabad-Parantij	(c) 84·59	
	Brahmaputra-Sultanpur	(d) 25·81	
	Mymensingh-Jamalpur-Jagannathganj	(e) 33·00	
	Segowlie-Hazaui	(u) 18·40	
	Nilgiri	(f) 16·90	
(x)	The Gaekwar's Mehsana	(c) 82·63	
	Kolhapur	(m) 29·07	188·80
	Yevtantpur-Mysore frontier	(n) 51·35	
	Mysore-Nanjangud	(n) 15·75	
(xi)	Jodhpur-Bikaner	105·67	
	Udaipur-Chitor	60·39	
	Bhavnagar-Gondal-Junagad-Porbandar	(g) 353·46	920·86
	Jetalsar-Rajkot	(o) 46·33	
	Jamnagar	(p) 61·28	
	Dhrangadra	(q) 30·83	
(xii)	West of India Portuguese	64·00	
	Pondicherry	(a) 7·80	73·25
	Karaikal-Peralam	(a) 14·45	

		Miles.	Miles.
(xiii)	Cherra-Companygunj (2' 6")	(r) 5·10	36·25
	Jorabat (2' 6")	31·15	
(xiv)	Darjeeling-Himalayan (2' 0")	41·00	
	Barsi Light (2' 6")	21·75	
	Tarakeshwar-Magra (2' 6")	21·72	171·97
	Tezpore-Balipara (2' 6")	20·40	
	Howrah-Amta (2' 0")	36·75	
	Howrah-Shalimar (2' 0")	30·25	
	The Gaekwar's Dabhoi (2' 6")	(c) 76·80	
(xv)	Rajpipla (2' 6")	(g) 24·03	102·83
(xvi)	Cooch Behar (2' 6")		(s) 36·92
(xvii)	Morvi (2' 6")	96·86	133·13
	Gwalior-Sipri (2' 6")	36·27	

(*a*) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
(*b*) Worked by the Indian Midland Railway Company.
(*c*) Worked by the Bombay, Baroda and Central India Railway Company.
(*d*) Worked by the Great Indian Peninsula Railway Company.
(*e*) Although forming an integral part of the East Coast State Railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
(*f*) Worked by the Madras Railway Company.
(*g*) Including 6·12 miles of military line not used for public traffic, the Mushkaf-Bolan railway and the Kotri-Rohri chord line.
(*h*) Worked by the North Western State Railway.
(*i*) Excluding the Bezwada extension, *vide* foot-note (*e*).
(*j*) Worked by the East Indian Railway Company.
(*k*) Including 7·19 miles, Trimulgherry troop siding, constructed but not used for ordinary public traffic.
(*l*) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
(*m*) Worked by the Southern Mahratta Railway Company
(*n*) Worked by the South Indian Railway Company
(*o*) Worked by the Aanaji Railways and Trading Company.
(*p*) Including 4·50 miles of Bhavnagar Dock estates and Junagad quarry lines.
(*q*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar Railway.
(*r*) Treated as a steam tramway for administrative purposes only. Temporarily closed to traffic from 1st May 1899 on account of damages done by floods. Reopened for goods traffic on 23rd December 1899.
(*s*) Worked by the Eastern Bengal State Railway.
(*t*) Extending 3·66 miles of the Lucknow-Bareilly Railway between Daliganj and Aishbagh.
(*u*) Worked by the Bengal and North-Western Railway Company.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1899-99	21,199·03
Add—Opened during 1899-99	1,451·60
	22,649·63
Deduct—Decrease due to minor correction of mileage	3·33
	22,646·36
Add—Tanjore-Pudiarpatti quarry extension of the South Indian railway, previously omitted	4·60
	22,650·96

STATEMENT D—*contd.*

		Miles.	Miles.	Miles.
(i)	East Indian—			
	Moghal Sarai to Gya			126·26
	Shikohabad to Farukhabad			(a)66·00
	Barsi to Daltonganj, including colliery branch			(a)82·50
	Agra-Delhi chord—			439·29
	Agra to Delhi			(a)121·16
	Bengal-Nagpur—			
	Kolkachat to Howrah			35·37
	Kharagpur to Midnapore			(c)8·00
(ii)	North Western—			
	Campbellpore Cantonment to Basal (New Pind Sohawa)		(b)86·75	148·05
	Langer to Mari		58·00	239·60
	Toba Tek Singh to Khanewal		6·30	
	Kotri to Hyderabad (Sind)			
	Oudh and Rohilkhand—			
	Ghaziabad to Moradabad			87·00
	East Coast—			
	Godavari bridge at Rajahmundry and approaches			4·55
(iii)	Great Indian Peninsula—			
	Amalner to Jalgaon		34·05	70·05
	Chalisgaon to Dhulia		(b)36·00	135·05
	Madras—			
	Calicut to Cannanore			(b)65·00
(iv)	Southern Punjab (Delhi-Amalsta)—			
	Delhi Brewery to Delhi			0·79
	South Behar (Luckeeserai-Gya)—			
	Luckeeserai to Gya			79·00
	Hardwar-Dehra—			233·14
	Hardwar to Dehra			32·01
	Tapti Valley—			
	Vyara to Amalner			121·34
(v)	Bhusawal—			
	Goona to Berún			(b)74·12
(vi)	Ludhiana-Dhuri-Jakhal—			
	Ludhiana and Dhuri to Jakhal			(a)80·32
(vii)	Bengal and North-Western—			
	Tirhoot section—			
	Hajeepore to Rosrasserai		44·25	161·00
	Garhara to Katihar		116·75	
	Company's section—			
	Ganges-Gogra Doab lines—			
	Azamgarh to Shahganj			33·00
	South Indian—			
	Nellipatam to Nagore			(c) 4·67
	Assam-Bengal—			
	Badarpur to Lumding		113·14	
	Lanka to Lakwar		171·54	(b)337·06
	Lakwar to Makum		52·38	
	Burma—			
	Sedaw to the right bank of the Salween river		(b)260·00	
	Meiktila to Maingtan		57·70	392·20
	Segaing to Alon with a river siding to Myinmu		74·50	
(viii)	Eastern Bengal—			
	Tees-ta bridge at Kaunia and approaches			4·87
	Hyderabad (Sind)-Jodhpur frontier—			
	Hyderabad to Jodhpur frontier			(d)71·26
(ix)	Bengal Duars—			
	Malbazar to Hantupara		46·00	121·76
	Dam Dim to Hasimara		6·76	
	Desmond Hat to Lalmonir Hat		69·00	
	Brahmaputra-Sultanpur—			
	Bogra to Kaliganj			36·20
	Mymensingh-Jamalpur-Jagannathganj—			
	Singhjani to Jagannathganj			20·81
(x)	Bhusawal-Khandwa—			
	Bhusawal to Shivoda			37·98
	Hyderabad-Godavari Valley—			437·79
	Secunderabad to Manmad			399·81
(xi)	Jodhpur-Bikaner—			
	Jodhpur section—			
	Jodhpur to the Jodhpur frontier		134·81	
	Bikaner section—			
	Pulmera to Lunkaransar		8·40	216·21
	Lunkaransar to Suratgarh		(c)63·00	
	Gwalior to Patana		9·50	
	Udaipur-Chitor—			298·43
	Debari to Udaipur			6·44
	Jaipur-Siwai-Madhopur—			
	Sanganer to Siwai-Madhopur			72·78
(xii)	Raipur-Dhamtari branch (Bengal-Nagpur) (2′ 0″)—			
	Raipur to Dhamtari			45·00
	Abhanpur to Rajim			11·67
				56·67
(xiii)	Eastern Bengal—			
	Cooch Behar-Santrabari extension *(British section)* (2′ 6″)—			
	Alipore to Jhinti			20·03
(xiv)	Ranaghat-Krishnagar (2′ 6″)			20·20
	Barsi Light (2′ 6″)—			
	Barsi Road to Pandharpur			(a)33·00
	Kalka-Simla (2′ 6″)—			121·20
	Kalka to Simla			(a)68·00
(xv)	Rajpipla (2′ 6″)—			
	Umalla to Nandod			12·80
	Rewah (2′ 6″)—			43·30
	Rewah to Satna			(a)31·00
(xvi)	Gwalior-Ujjain (2′ 0″)—			
	Mohana to Sipri			35·04
	Gwalior-Chambalghat—			80·32
	Gwalior to Bhind			(e) 45·79

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430·15 miles, made up as follows:

		Miles.	Miles.
Standard gauge—			
(i)	State lines worked by companies	439·29	
(ii)	State lines worked by the State	239·60	
(iii)	Guaranteed companies	135·05	
(iv)	Assisted companies	233·14	
(v)	Lines owned by native states and worked by companies	74·12	
(vi)	Lines owned by native states and worked by State railway agency	80·32	
			1,201·52
Metre gauge—			
(vii)	State lines worked by companies	927·93	
(viii)	State lines worked by the State	76·13	
(ix)	Assisted companies	178·77	
(x)	Lines owned by native states and worked by companies	427·79	
(xi)	Lines owned and worked by native states	295·43	
			1,906·05
Special gauges—			
(xii)	State lines worked by companies	56·67	
(xiii)	State lines worked by the State	20·08	
(xiv)	Assisted companies	121·20	
(xv)	Lines owned by native states and worked by companies	43·30	
(xvi)	Lines owned and worked by native states	80·83	
			322·58
	TOTAL		3,430·15

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles **26,081·11***

And showing, after allowing for corrections of mileage, an advance on the previous year of miles **586·09**

(a) Commencement of work not yet authorized.
(b) Correction of mileage.
(c) Provisionally sanctioned.
(d) Excluding 55·06 miles of the Hyderabad-Shadipalli standard gauge railway to be converted to the metre gauge.
(e) Excluding 6·54 miles of existing light railway.

* Made up as follows:—

	Miles.	Miles.
Completed and in hand at the beginning of 1898-99		25,493·74
Sanctioned during 1898-99		540·02
		26,033·76
Deduct—		
Decrease due to realignment o the Assam-Bengal Railway	6·89	11·55
Net decrease due to minor correction of mileage	4·66	
		26,022·21
Add—		
Gogra bridge and approaches at Bahramghat, previously omitted	3·27	
Increase due to new alignment of the Mari-Attock Railway	6·75	
Increase due to new alignment o the Calicut-Cannanore Railway	6·00	58·80
Increase due to new alignment of the Mandalay-Kunlon Railway	42·28	
		26,081·11

STATEMENT D—*concld.*

6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1899-1900 :

	Miles.	Miles.
Standard gauge—		
(i) State lines worked by companies	169·63	
(ii) State lines worked by the State	142·75	
(iii) Guaranteed companies	36·00	
(iv) Assisted companies	283·14	
(v) Lines owned by native states and worked by companies	74·12	
		655·64
Metre gauge—		
(vi) State lines worked by companies	171·67	
(vii) Assisted companies	57·01	
(viii) Lines owned by native states and worked by companies	347·98	
(ix) Lines owned and worked by native states	147·87	
		724·53
Special gauges—		
(x) State lines worked by companies	56·67	
(xi) State lines worked by the State	20·08	
(xii) Assisted companies	20·20	
(xiii) Lines owned by native states and worked by companies	12·80	
(xiv) Lines owned and worked by native states	80·83	
		190·58
TOTAL		1,570·75

Leaving the undermentioned lines for completion in 1900-1901 or later :

	Miles.	Miles.
Standard gauge—		
(xv) State lines worked by companies	269·66	
(xvi) State lines worked by the State	96·85	
(xvii) Guaranteed companies	99·05	
(xviii) Lines owned by native states and worked by State railway agency	80·32	
		545·88
Metre gauge—		
(xix) State lines worked by companies	756·26	
(xx) State lines worked by the State	76·13	
(xxi) Assisted companies	121·76	
(xxii) Lines owned by native states and worked by companies	79·81	
(xxiii) Lines owned and worked by native states	147·56	
		1,181·52
Special gauges—		
(xxiv) Assisted companies	101·00	
(xxv) Lines owned by native states and worked by companies	31·00	
		132·00
TOTAL		1,859·40

		Miles.	Miles.	Miles.
(i)	East Indian— Moghal Sarai to Gya			126·26
	Bengal-Nagpur— Kolaghat to Howrah	35·37	43·87	169·63
	Kharagpur to Midnapore	(a) 8·00		
(ii)	North Western— Cambelipore Cantonment to Basui (New Phul Sultáni)		86·75	142·75
	Langar to Hari		56·00	
	Toba Tek singh to Khanewal			
(iii)	Great Indian Peninsula— Chalisgaon to Dhulia			36·00
(iv)	Southern Punjab (Delhi Samástata)— Delhi Brewery to Delhi		0·79	283·14
	South Behar (Luckeeserai-Gya)— Luckeeserai to Gya		79·00	
	Hardwar-Dehra— Hardwar to Dehra		33·01	
	Tapti Valley— Vyara to Amalner		121·34	
(v)	Bina-Goona— Goona to Bárán			74·12
(vi)	Bengal and North-Western— Tirhoot section— Hajeepore to Begamsarai	44·25	89·00	171·67
	Garhara to Mokeshkunt	44·75		
	South Indian— Negapatam to Nagore		(a) 4·67	
	Assam-Bengal— Lumding to Makum		18·00	
	Burma— Sedaw to Namnaw		60·00	
(vii)	Brahmaputra-Sultanpur— Bogra to Kaligani		36·20	57·01
	Mymensingh-Jamalpur-Jagannathganj— Singhjani to Jagannathganj		20·81	
(viii)	Sirur-Shimoga— Sirur to Shimoga		37·98	347·98
	Hyderabad-Godávari Valley— Manmád to Runjanee	130·00	310·00	
	Secunderabad to Limbgaon	180·00		
	Udaipur-Chitor— Debari to Udaipur		6·44	
(ix)	Jodhpur-Bikaner— Jodhpur section— Beloira to Barmer	59·75	68·65	147·87
	Bikaner section— Dulmera to Lunkaransar	8·90		
	Jaipur-Siwai-Madhopur— Sánganer to Siwai-Madhopur		72·78	
(x)	Raipur-Dhamtari branch (Bengal-Nágpur railway) (2′ 6″)— Raipur to Dhamtari		45·00	56·67
	Abhanpur to Rajim		11·67	
(xi)	Eastern Bengal.—Cooch Behar-Santrabari Extension (*British section*) (2′ 6″)— Alipore to Jhaintí			20·08
(xii)	Ránaghat-Krishnagar (2′ 6″)			20·20
(xiii)	Rajpipla (2′ 6″)— Umalla to Nandod			12·80
(xiv)	Gwalior-Sipri (2′ 0″)— Mohana to Sipri		35·04	80·83
	Gwalior-Chambalghat (2′ 0″)— Gwalior to Bhind		45·79	
(xv)	East Indian— Shikohabad to Farukhabad		(b) 66·00	269·66
	Bánan to Dálkongarí, including colliery branch		(b) 63·50	
	Agra-Delhi chord— Agra to Delhi		(b)139·16	
(xvi)	North Western— Kotri to Hyderabad		5·30	96·85
	Oudh and Rohilkhand— Ghásiabad to Moradabad		87·00	
	East Coast— Godávari bridge at Rajahmundry and approaches		4·55	
(xvii)	Great Indian Peninsula— Amalner to Jalgaon		34·05	99·05
	Madras— Calicut to Cannanore		65·00	
(xviii)	Ludhiána-Dhuri-Jakhal— Ludhiána *viâ* Dhuri to Jakbal			(b)80·32
(xix)	Bengal and North-Western— Tirhoot section— Mokeshkunj to Katihár		73·00	756·26
	Company's section— Azamgarh to Shahganj		33·00	
	Assam-Bengal— Badarpur to Lumding	113·16	319·08	
	Lumding to Makum	206·92		
	Burma— Namnaw to the right bank of the Salween River	200·00	332·20	
	Sagaing to Alon with a siding to Myinma	67·70		
		74·50		
(xx)	Hyderabad (Sind) Jodhpur frontier— Hyderabad to Jodhpur frontier		71·26	76·13
	Eastern Bengal— Teesta bridge at Kaunia and approaches		4·87	
(xxi)	Bengal Dooars— Malbazar to Hantespara		40·00	121·76
	Dam Dim to Bagrakote		6·76	
	Deomoni Hat to Laimonir Hat		69·00	
(xxii)	Hyderabad-Godávari Valley— Runjanee to Limbgaon			79·81
(xxiii)	Jodhpur-Bikaner— Jodhpur section— Barmer to Jodhpur frontier		75·06	147·56
	Bikaner section— Lunkaransar to Suratgarh		(a) 63·01	
	Gigasar to Palana		9·50	
(xxiv)	Bársi Light (2′ 6″)— Bársi Road to Pandharpur		(b) 33·00	101·00
	Kalka-Simla (2′ 0″)— Kalka to Simla		(b) 68·00	
(xxv)	Rewah (2′ 6″)— Rewah to Satna			(b) 31·00

(a) Provisionally sanctioned.
(b) Commencement of work not yet authorized.

APPENDIX R.

Resolution by the Government of India in the Public Works Department, No. 581 R. E., dated Simla, the 5th April 1899.

Modification of Rules for the State Railway Provident Fund.

Read—

Public Works Department Resolution No. 09 R. E., dated 24th January 1899, publishing new rules for the State Railway Provident Fund.

RESOLUTION—The Governor General in Council is pleased to rule that the option offered to certain subscribers under rules I and II (*a*) of the rules referred to in the preamble, of having their Provident Fund accounts kept in sterling or in rupees, is applicable only to European and Eurasian subscribers who may reasonably expect, on retirement, to live in Europe, America or the Colonies.

2. This intention was expressed in the first clause of the Resolution quoted in the preamble, but was not made clear in the rules which followed.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch; the Chief Commissioner of Assam; the Resident at Hyderabad; the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam, and the Managers, North-Western, Oudh and Rohilkhand, East Coast and Eastern Bengal State Railways for information and guidance.

ORDERED also, that a copy be forwarded to the Accountant General, Public Works Department, for information, and that it be published in the *Gazette of India*.

APPENDIX S.

Resolution by the Government of India in the Public Works Department. No. 967 R. E., dated Simla, the 23rd May 1899.

Application to Railways worked by Companies of the scheme for improving the Provident Funds approved for State Railways.

Read again—

Resolution No. 09 R. E., dated 24th January 1899.

Despatch from Secretary of State, No. 58 Railway, dated 14th July 1898, paragraphs 2-4.

Read—

Despatch from the Secretary of State, No. 68 Railway, dated 11th August 1898.

RESOLUTION.—The Government of India are pleased to permit the rules for State Railway Provident Funds, as contained in the Resolution quoted in the preamble, to be applied, so far as they are applicable, to the railways worked by Companies quoted in the margin, whose Boards have expressed their willingness to accept the rules on behalf of their employés.

Madras.
South Indian.
Bengal-Nágpur.
Indian Midland.
Southern Mahratta.
Bengal and North Western.
Rohilkund and Kumaon.
Burma.

Pending a further reference to the Government of Bombay in regard to a fundamental question affecting the application of the new rules to existing subscribers, the two railways noted in the margin, whose Boards have also expressed their willingness to adopt the new rules, have been excluded, for the present, from the scope of the Resolution.

Great Indian Peninsula railway.
Bombay, Baroda and Central India railway.

2. The rules published under Public Works Department Resolution No. 09 R. E., dated 24th January 1899, may be, so far as they are applicable, embodied in the existing rules of the several railways enumerated. The present subscribers will then exercise the option of electing between the old and new rules and the European and Eurasian subscribers of 20 years' service and upwards, or of 40 years' of age and upwards, on the 1st January 1898, who elect for the old rules will, on retirement to Europe, America, or the Colonies, also obtain the advantage of payment of their compulsory deposits, with bonus, at the rate of *1s. 6d.*

3. The condition of having their existing and future deposits recast and kept on a sterling basis does not apply to subscribers to the funds covered by this Resolution, as the assets are invested in certain classes of securities prescribed by rule, and cannot, like the assets of the State Railway funds, be held at interest by Government.

4. Rule IV of those published under Public Works Department Resolution No. 09 R. E. of 1899 is not a fundamental rule, and there is no objection to the existing rule applicable to each railway concerned being retained.

5. Some objections have been raised to rule III in the form in which it was originally circulated to the Boards of the several Companies. In its form as published it is believed that it is sufficiently elastic to meet these objections; but the Government of India are prepared to consider proposals for modifying it so far as railways worked by Companies are concerned.

6. Pensioned Officers of Government serving a Company on a Railway which adopts these rules, although they will be permitted to elect for the new rules, cannot have their deposits paid at the rate of *1s. 6d.* unless they have more than 20 years' service during which they were earning no pension. Officers who are earning a pension while serving a Company cannot, under existing orders, subscribe to the Provident Fund.

7. In the case of railways worked by Companies to which the new rules may be eventually extended, it will be a condition of their adoption, that all railway servants, on transfer from a State Railway to any line worked by a Company, or *vice versâ* shall have their Provident Fund accounts transferred also, provided that the transfer is made with the consent of the Manager or Agent, and without break of service.

8. Agents of the several railways concerned should report in due course whether the orders are accepted by the whole body of subscribers, subject to the above general conditions.

ORDER.—Ordered that a copy of this resolution be forwarded to the Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch, the Chief Commissioner of Assam, the Resident at Hyderabad, and the Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam, for information and guidance.

Ordered also that a copy be forwarded to the Accountant General, Public Works Department, for information, and that it be published in the *Gazette of India.*

APPENDIX T.

Memorandum of terms for the construction of short branches and sidings of the East Indian Railway for the use of collieries, mills, or other industries.

(*Sanctioned in Government of India letter No. 421 R. T., dated the 3rd May 1899.*)

In this Memorandum the several words and expressions following shall have the meanings severally assigned to them, namely :—

"Company" shall mean the East Indian Railway Company.

"Railway" shall mean the East Indian Railway.

"Undertaking" shall mean and include all works, buildings, rolling stock, and other property forming part of, or appertaining to, and all rolling stock or trains passing over, the Railway.

"Applicant" shall mean the owner, leaseholder, or duly constituted agent or manager of any colliery, mill, or other industrial concern desirous of obtaining or using a siding, or branch, leading from the railway, or who has obtained, or uses, such a siding or branch.

The Company is prepared (in such cases as it considers the traffic offered, or likely to offer, such as to justify the same) to undertake the survey, working and construction of sidings leading out of its main line of Railway, sidings or stations, for the convenience of traffic from collieries or mills, or other industrial concerns in the vicinity of the Railway, on the following conditions—

1. Surveys for such siding will be made on the request of any Applicant addressed to the Agent of the Company, on payment in advance of R200 for the first mile or part of a mile of siding required, and R50 for every quarter mile, or fraction thereof, in excess of one mile. This charge will cover the cost of preparation of the necessary plans and estimates, single copies of which will be sent to the Applicant on completion. Applicant who requires alterations to the plans which involve more survey work, will have to pay as for a fresh survey.

2. Plans and estimates for the siding, in which shall be included the estimate of the cost of the acquisition of the land, will be subject to the sanction of the Government of India, which sanction will be applied for by the Agent or the Company, as soon as the Applicant has complied with the requirements of the fourth condition, as to the amount to be deposited.

3. The land required for the siding outside the railway boundaries will be acquired by Government under the Land Acquisition Act. Land so acquired will vest absolutely in Government, and the Applicant will have no right or claim thereto

4. On receipt of a statement of the advance required by the Government to be made for such purposes as they may think necessary, including the estimated cost of acquisition of the land by Government, the Applicant will deposit the amount thereof with the Agent of the Company, who will, on the plans and estimates for the siding being sanctioned by Government, proceed to the acquisition of the land. If the amount expended by the Company, for the purposes mentioned in the said statement, shall exceed the amount of the deposit by the Applicant under the condition, the Applicant will pay the Company, on demand, the amount of such excess.

5. The Applicant shall guarantee by the acceptance of these terms to pay such compensation as under the provisions of the Land Acquisition (Mines) Act, 1885, may be awarded (either at the time the land is acquired for the siding or thereafter) on account of any restricted working of mines underlying such land that may be imposed under the said Act.

6. Surface rights only will be acquired. An Applicant, if also the owner of mining rights in the land so acquired, will be allowed to work and get minerals under the said land, provided that all operations connected therewith are carried out in such a manner as not thereby to injure or to endanger the safety of the Undertaking or any part thereof. The procedure laid down in the Land Acquisition (Mines) Act XVIII of 1885 shall be strictly adhered to in regard to all proposed working of mines under such land. The Applicant shall waive all claim for compensation, either from Government or the Company, for any restricted working of the mines that compliance with the foregoing may entail, and shall accept entire responsibility for any accidents that may occur owing to failure to attend to these requirements. The Applicant agrees by the acceptance of these terms to permit any person appointed by the Company to enter and inspect and where considered necessary make plans and surveys of all workings beneath, or in the near vicinity of, the land acquired for the siding in order to see whether the precautions being taken are sufficient, and the Company reserves to itself the absolute right to refuse to allow the use of its stock on any siding to which it is not satisfied that proper support has been given.

7. The work to subgrade of the siding, that is, earthwork, bridging, ballast, etc., will be carried out at the expense of the Applicant, but may, with the sanction of the Company, if so desired, be done by the Applicant. Such work if done by the Applicant shall be in accordance with the plans and specifications prepared by the Company, and shall be approved by the Company's Engineer before the rails are laid. Should the Applicant, on undertaking to do the work, require the help of the Company's staff in surveying or setting out the earthwork, etc., a charge of R32. will be made for each day, or part of a day, that the staff is so employed. If the subgrade work is carried out by the Company, the Applicant shall deposit beforehand the estimated cost of it, including a charge for supervision at 17 per cent. on the total amount of the estimate, excluding all stores and freight charges on the same, and agree to pay on demand any excess expenditure over the estimate, that may be incurred by the Company in the actual execution of the work.

8. The ordinary maintenance of all work to subgrade shall be done by, or at the expense of, the Applicant, the Company's supervision, where required, being paid for as provided in clause 7. Such emergent maintenance as the safety of the lines worked over by the railway demands will be done, as required, by the Company, and the Applicant agrees, by the acceptance of these terms, to pay on demand any expenditure incurred by, or through the Company on this account.

9. On completion, to the satisfaction of the Company, of the subgrade work, including provision of ballast, the permanent-way materials, that is, sleepers, rails, fastenings points and crossings will be provided, laid and maintained by the Company. The Company will further, when so specially agreed upon, provide the girder work of bridges and any station machinery required. On the cost of all such works executed by the Company a supervision charge, calculated at 17 per cent. on the total outlay, excluding all stores and freight charges on the same, will be levied. This can be paid in advance by the Applicant, or, if preferred, can be added to the amount on which a half-yearly percentage is to be paid by the Applicant under clause 10.

10. The Applicant shall pay to the Company to cover interest, maintenance and depreciation 3 (three) per cent. per annum on all outlay incurred by the Company on account of materials supplied, or works done, by the Company under clause 9. The payment shall be made half yearly in advance, the charge to be calculated as from the day the siding is opened for traffic.

11. If so desired by the Company, the Applicant shall provide a weigh-bridge house and weigh-bridge siding. The weigh-bridge itself and the permanent-way for the siding will be provided by the Company under clauses 9 and 10, but the Applicant shall pay for all extra land and all work to subgrade. The Applicant shall also provide quarters for a weigh-clerk, and all labour necessary for the proper performance of the operation of weighing, which must be done within the free time allowed for the wagons. The weigh clerk will be a railway servant to be appointed and paid by the Company.

12. In the event of its being necessary, after the first opening of a siding, to make any alterations or additions thereto, or to provide such items as fencing, signals, improved safety appliances, or machinery of any kind, or to provide quarters for signallers or staff for the working of the siding, such additional works shall be provided subject to the general conditions governing the original construction, that is, the cost and maintenance of works to subgrade, or of works that would be abandoned if the sidings were closed, shall be borne by the Applicant, and the cost of permanent-way materials, station machinery, signals, and such items of work, as would be removed by the Company, shall be added to the sum on which interest is to be paid half-yearly. Any additional expense incurred in working the safety appliances, such as wages of signallers, or watchmen, stores, etc., must be paid for by the Applicant.

No addition or alteration may be made to any such siding, nor any temporary or permanent structure erected in such proximity to it as to affect the working of trains thereon, without the sanction in writing of the Company.

All such structures must comply with the regulations in force upon the Railway, regarding standard dimensions and other matters.

13. Freight on traffic to or from the siding will be charged in accordance with the Company's tariff in force at the time the traffic is carried. Such traffic will be subject to all the rules contained in the said tariff.

14. No traffic other than that of the colliery, mill, or industrial concern, for which it was originally provided shall at any time be sent over the siding by the Applicant, except with the written permission of the Company, and no consideration of any sort for such traffic shall be taken or received by, or in behalf of, the Applicant, except with the consent of the Company, who shall be the final arbitrator in the event of dispute as to the reasonableness of such consideration.

15. The Company shall have the right to construct, or allow to be constructed, under similar terms, any extension of the siding, and to work traffic over the siding, to or from such extension. The Company shall further have the right to allow the use of the siding for the traffic of other persons, on payment to the Applicant of a reasonable remuneration for such use, and such reasonable remuneration shall in the event of the parties concerned being unable to come to such a settlement as the Company can approve, be determined by the Company, who in determining such remuneration shall amongst other

things take into account the value of the right of support afforded to the siding, by the Applicant. The working of such siding or extension or the use of the siding by other persons, shall be so conducted as to interfere as little as possible with the free use of the siding by the applicant whose traffic shall have precedence.

16. Should an Applicant desire to extend a siding, constructed on the terms set forth in this memorandum, beyond the land originally acquired for the same into the private premises of any colliery, mill or industrial concern, such extension will have to be carried out on plans approved by the railway but at the entire cost of the Applicant, such cost including the provision of permanent way and any extra appliances, such as gates, signals, etc., that may be necessary.

The entire cost of working such extension must be borne by the Applicant who must further accept complete responsibility for all railway property while on the extension and undertake to make good on demand any loss or damage whatsoever to the Undertaking arising in connection with the construction or use of the said extension. The railway reserves to itself the absolute right to refuse at any time to run its stock on to any such extension should it be dissatisfied with its construction, or upkeep, or with the arrangements for working the same.

17. The Applicant and other users of a siding constructed under these terms will have to provide labour for, and bear the cost of, all operations within the siding, except such shunting by locomotives as the Company may undertake. They must see that the Company's rules and regulations for the working of such sidings are strictly attended to by their employés, and they will be held responsible for any accidents, or loss, or damage, that may ensue on neglect or disobedience of such rules by their employés. It will be the duty of such users to obtain from the Company authentic copies of all such rules, and to see that their emloyés working on, or in connection with, the siding are made and kept acquainted with the same.

All orders which apply to the working of main line sidings are equally applicable to sidings constructed and worked under these rules, unless the same be specially notified to the users as exempted therefrom.

18. The rights in a siding constructed under these terms must not be assigned, underlet, or made over, to a third party without first obtaining the consent in writing of the Company, which shall not be withheld arbitrarily or without good cause.

19. In the event of the Applicant for whom a siding has been provided ceasing to use the same, or failing to pay the interest and other charges due to the Company within six months of the date of their falling due, the Company, on giving three months' notice of its intention so to do may remove the permanent way and other materials supplied by the Company, and charge the Applicant with the cost of such removal.

In the event of the Company being of opinion that the traffic to and from the siding is not sufficient to justify its retention, the Company, after giving six months' notice of its intention so to do, and with the approval of the Government of India, may remove the permanent way and other materials supplied by the Company, and charge the Applicant with the cost of such removal. Provided that the Applicant, if so desirous, may elect to keep the siding open, and shall thereafter pay half-yearly, in addition to the percentage on the Company's expenditure as laid down in clause 10, any additional extra expense entailed on the Company by the siding being so kept open.

20. In the event of the Government requiring the siding to be closed in the public interests, or of the Company, with the sanction of the Government, desiring to acquire the siding for the purpose of working it for public traffic as part of the Undertaking, the Company shall have the right to terminate this agreement on giving six months' notice to that effect; provided that the Company shall construct at the cost of the Company for the use of the Applicant a suitable siding in lieu of that closed, or otherwise furnish him with facilities equivalent to those supplied by such siding, or failing so to do shall refund to the Applicant any actual outlay incurred by him with the approval of the Company, on the land required for the siding, or way and works thereof, and thereafter the siding so closed shall become part of the Undertaking.

21. In the event of the Applicant contravening any of the conditions expressed in this memorandum, and refusing, or failing, to comply with them when called on so to do, the Company shall have the right to close the siding forthwith, and remove the permanent way therefrom, and no claim shall be made or entertained against the Company for such closure.

22. The Applicant shall, if required so to do by the Company, enter into a formal agreement embodying these terms, the cost of such agreement being defrayed by such Applicant. Until such agreement be drawn up, or in the event of no such agreement being required by the Company, this memorandum of terms shall be held to be the formal agreement, and be binding as such.

23. In the event of any difference of opinion between the Railway Company and the applicant as to the meaning or application of any of the terms of this memorandum, the matter, if not mutually arranged, shall be referred to arbitration. Both parties shall agree on a joint arbitrator, or each party shall nominate an arbitrator, the two arbitrators before proceeding to arbitration agreeing on a referee whose decision shall be final.

24. In the event of the East Indian Railway Company ceasing to work the East Indian Railway this agreement shall, if the Secretary of State for India shall so require, continue to operate as though the expression "the Secretary of State for India" was substituted throughout for "Company."

CALCUTTA, *Dated 16th May 1899.*

J. DOUGLAS, *Acting Agent.*

THE AGENT,

East Indian Railway.

DEAR SIR,

Your letter No. of

agree to accept the above for terms for the construction, working and maintenance of the siding asked for by_____

at_____ on the East Indian Railway_____ line

(Signature)_____

(Title)_____

(Name of Company applying)_____

APPENDIX U.

Government of India, Public Works Department, Circular No. 1040 R. C. dated, Simla, the 5th June 1899.

To The Joint Secretary to the Government of Madras, and the Secretaries to the Governments of Bengal and Burma, Public Works Department, Railway Branch, the Chief Commissioner of Assam, the Residents at Hyderabad and in Mysore, the Agents to the Governor General for Rajputana and Central India and the Consulting Engineer to the Government of India for Railways, Lucknow.

Construction of railway sidings to mills, presses or other private industries.

In continuation of Public Works Department memorandum No. 1364 R. T., dated 15th December 1898, I am directed to forward, for information and guidance, a copy of the undernoted correspondence containing the orders of the Government of India on certain points raised by the Government of Bombay, in connection with the construction of railway sidings to mills, presses or other private industries.

Documents accompanying.

Letter No. 332, dated 10th February 1899, from the Secretary to the Government of Bombay, Public Works Department, Railway Branch.
Letter No. 691 R. C., dated 19th April 1899, to the Secretary to the Government of Bombay, Public Works Department, Railway Branch.

No. 1041 R. C., dated the 5th June 1899.

Copy, together with copy of the letters referred to, forwarded to the officers noted on the margin, for information and guidance, in continuation of Public Works Department—

The Consulting Engineer to the Government of India for Railways, Calcutta. (1)
The Consulting Engineer to the Government of India for Railways, Assam. (2)
The Manager, North Western Railway. (3)
" Oudh and Rohilkhand Railway. (4)
" East Coast State Railway. (5)
" Eastern Bengal State Railway. (6)

(1) Memorandum No. 1363 R. T., dated 15th December 1898.
(2) Memorandum No. 1365 R. T., dated 15th December 1898.
(3, 4 & 5) Memorandum No. 1366 R. T., dated 15th December 1898.
(6) Letter No. 1330 R. T., dated 5th December 1898.

[*Enclosure No. 1 to Government of India Circular No. 1040 R. C., dated 5th June 1899.*]

No. 332, dated Bombay Castle, the 10th February 1899.
From—The Secretary to the Government of Bombay, Public Works Department, Railway Branch.
To—The Secretary to the Government of India, Public Works Department.

With reference to the enclosures to your No. 1364 R. T., dated 15th December 1898, regarding a revised form of agreement for railway sidings into private premises, I am directed to enquire whether it is intended (*vide* paragraph 2 of the form of agreement) that all proposals for similar sidings are to be submitted for the sanction of the Government of India, or only when any modifications of the terms of agreement are proposed.

2. On the Bombay, Baroda and Central India Railway system a form of agreement in similar cases has been in use for some time, it is practically the same as the form referred to in your No. 1364 R. T., dated 15th December 1898, the principal difference being in the matter of the supervision charge; whereas the Government of India form lays down 24½ per cent. the similar charge on the Bombay, Baroda and Central India Railway has hitherto been limited to a maximum of 17 per cent. I am to inquire whether the lower charges within a maximum of 17 per cent. for supervision on the Bombay, Baroda and Central India Railway, Company's system may continue as in the past.

3. Further, at a station like Hathras City on the Rajputana-Malwa Railway, where there is keen competition as to whether traffic shall travel to Calcutta or to Bombay, the

Bombay, Baroda and Central India Railway Company have in the past built sidings to cotton presses at the capital cost of the Rajputana-Malwa Railway. This has been done in order to offer every facility to secure the traffic for the Bombay route. The Railway Company now propose to build an additional siding to a cotton press at Hathras City at an estimated cost of R2,295 chargeable to Capital, Rajputana-Malwa Railway, I am to ask whether the Government of India have any objection to this proposal. The merchants who have two railways seeking for the cotton traffic are unlikely to build the sidings at their own expense.

4. The favour of an early reply is requested as the Agent describes the work as being of an urgent character.

Enclosure No. 2 Government of India Circular No. 1040 R. C., dated 5th June 1899.

No. 691 R. C., dated Simla, the 19th April 1899.

From—The Secretary to the Government of India, Public Works Department, Railway Branch.

To—The Secretary to the Government of Bombay, Public Works Department, Railway Branch.

I am directed to acknowledge the receipt of your letter No. 332, dated 10th February 1899, submitting, for the orders of the Government of India, the following points in connection with the construction of railway sidings to mills, presses, or other industries:—

(i) whether all proposals for such railway sidings are to be submitted for the sanction of the Government of India, or only when any modifications in the terms of the agreement are proposed;

(ii) whether the charge within a maximum of 17 per cent. for supervision on the Bombay, Baroda and Central India Railway should continue as in the past;

(iii) whether the Government of India have any objection to the construction of an additional siding to a cotton press at the Hathras City at an estimated cost of R 2,295, chargeable to the capital account of the Rajputana-Malwa Railway.

2. As regards (i), I am to say that there is no necessity to refer to the Government of India estimates for the construction of assisted sidings unless the total cost is over R25,000, or the conditions recommended differ from those already approved by the Government of India—*vide* Public Works Department memorandum No. 1364 R. T., dated 15th December 1898.

3. As regards (ii), I am to say that the Government of India approve of the continuance on the Bombay, Baroda and Central India Railway of the charge for supervision being limited to a maximum of 17 per cent.

4. As regards (iii), I am to remark that the Government of India see no reason for treating the Rajputana-Malwa Railway differently from other lines, and consider, therefore, that railway sidings for private firms should be constructed on the terms generally indicated by the Government of India and forwarded with Public Works Department memorandum No. 1364 R. T., dated 15th December 1898, and not at the Capital cost of the railway.

APPENDIX V.

Government of India, Public Works Department, Circular No. 1167 R. C., dated Simla, the 21st June 1899.

TO THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH, THE PUNJAB AND BURMA; THE CHIEF COMMISSIONERS, CENTRAL PROVINCES AND ASSAM; THE RESIDENTS AT HYDERABAD AND IN MYSORE; THE AGENTS TO THE GOVERNOR GENERAL FOR CENTRAL INDIA, RAJPUTANA AND BALUCHISTAN; THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW AND ASSAM; THE MANAGERS, NORTH WESTERN, EASTERN BENGAL, OUDH AND ROHILKHAND AND EAST COAST STATE RAILWAYS; THE ENGINEERS-IN-CHIEF, INDUS BRIDGE WORKS AND GODAVARI BRIDGE WORKS AND GHAZIABAD-MORADABAD AND HURDWAR-DEHRA RAILWAYS; AND THE ENGINEERS-IN-CHIEF, KOHAT-BANNU, BARA-AJMERE AND MARWAR, AND RANAGHAT-GANGES AND KATIHAR RAILWAY SURVEYS.

Rules relating to the acquisition of land for railways.

With reference to the rules relating to the acquisition of land for railways republished with Government of India Circular No. IV Railway, dated the 4th September 1897, for general information and guidance, I am directed to communicate the following further orders on the subject and to say that the Government of India desire that they may receive careful attention—

(1) That the plans prepared under rules 21 and 22 of the rules referred to above shall be full and complete and shall show all existing roads and buildings, and that when the latter are known to be used for public purposes, or by special departments, their purpose and ownership may be stated.

(2) That land already public property shall be separately applied for and not included in the plans and notifications as to be acquired under the Land Acquisition Act.

(3) That the railway administration shall, under rule 37, be responsible for obtaining the consent of the military authorities before applying for the acquisition under the Act of land in cantonments or otherwise held for military purposes.

(4) That the railway authorities shall be responsible for specially drawing attention to all cases in which religious buildings or tombs are proposed to be acquired (*vide* Public Works Department Code, Volume I, Chapter IX, paragraph 28, and Chapter X, paragraph 25).

APPENDIX W.

Resolution by the Government of India in the Public Works Department, No. 206 R. P., dated Simla, the 16th September 1899.

Railway Conference, 1899.—Procedure in connection with the prosecution of railway construction in India.

READ—

Memorandum, dated the 7th September 1899, from the Secretary to the Departmental Committee, which assembled by order of His Excellency the Viceroy on 15th August 1899.

OBSERVATIONS.—With the memorandum read above were forwarded for the approval of the Government of India the proceedings of a Committee, which assembled on the 15th August 1899, to consider the question of railway extension in India. The definite measures proposed by the Committee are the—

(*a*) Preparation of a continual triennial programme of Railway construction in place of the present three years' forecast.

(*b*) Constitution of a small travelling Commission to enquire into local interests affecting railway schemes.

(*c*) Editing and publication, in a suitable form, yearly of lists of railway projects which are before the Government of India for consideration. Such lists to exclude purely strategic railways.

The new proposals are only put forward as tentative and experimental, and if approved, are recommended for early adoption.

RESOLUTION.—The Governor General in Council is pleased to accept the recommendations of the Committee and to decide as regards the first of the recommendations made (*a*) that the system of a continual triennial programme of railway construction be adopted in connection with the annual programme now under preparation, and that the new system be given a wider scope by requiring all Railway Administrations to conform to the principle, and to submit their schedule of demands for capital works in the form adopted for State railways. The schedule should be submitted annually, and the figures for the two years that formed a part of the previous schedule should be revised in the light of subsequent orders and the latest information available: the figures for the additional year being added upon the best forecast that can be made.

2. As regards recommendation (*b*), the formation of a small travelling Commission to enquire into local interests affecting railway schemes is also authorised. For the present the Commission will only be constituted as a temporary body to be assembled as occasion may arise, and the dates of its sitting and the scope of its enquiries will be publicly notified. The Commission will sit and take evidence in public and will be open to interested parties who desire to appear in person, or by counsel, or by duly authorised representative.

3. The Commission shall consist at present of the Honourable Member for Public Works, the Secretary to the Government of India, Public Works Department, Railway Branch, and a third unofficial member of the commercial community, approved by the Local Government of the Province in which the enquiry is to be held, who shall be entitled to suitable remuneration and travelling accommodation while serving on the Commission. It follows, therefore, that the third unofficial member to fulfil the condition of ability to form opinions unbiased by local interests will be nominated anew, as the circumstances of the enquiry and locality may demand. A Secretary to the Commission and small clerical staff will also be appointed by the Commissioners as required.

4. The third and last of the proposals (*c*), is also approved, and the work of preparing, in a suitable form, the history of the railway projects placed before the meeting of the 15th August 1899, excluding Frontier lines, is authorised and, when completed, should be issued to the public.

ORDER.—Ordered, that this resolution be published in the *Gazette of India*.

Ordered, also, that a copy of this resolution be communicated to the Local Governments and Administrations and to the officers noted in the margin, for information and guidance, and to the Governments of the North Western Provinces and Oudh and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General in Central India and Baluchistan, the Resident in Mysore, and to the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal and Burma.
The Chief Commissioner of Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Managers of the North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast (State) Railways.

APPENDIX X.

This Indenture, made the 29th day of June 1898, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE DELHI-UMBALLA-KALKA RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract, unless there be something repugnant in the subject or context—
"The Secretary of State" means the Secretary of State in Council of India.
"The Company" means the Delhi-Umballa-Kalka Railway Company, Limited.
"The said railway" means the railway mentioned in the third section of this Contract.
"The gross earnings" means and includes all receipts from coaching and merchandise traffic over so much of the said railway as is for the time being open for public traffic, and from the carriage of mails, and the use of the telegraphs thereon, and from all other sources the receipts from which are treated as revenue on Indian railways generally, and also all tolls to be received in respect of traffic on the roadways mentioned in the 38th section of this Contract, but does not include interest received by the Company from any investments in which any moneys belonging to it may be invested, or from any bank in which any such moneys may be deposited, nor any profits realised by the Company on the sale of any such investments as aforesaid.
"Working expenses," when not qualified or limited, means and includes the expenses incurred in or about or in connection with the management, maintenance, and working of such parts of the said railway as are for the time being open for public traffic, and are not chargeable to capital account under the provisions of the 21st section of this Contract.
"Net earnings" has the meaning attributed thereto in the 50th section of this Contract.
"Month" means calendar month.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision herein-after contained in that behalf.

Construction of Railway.

3. The Company shall by the 30th day of June 1902, on the Secretary of State, at the request of the Company, duly providing all land shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a continuous line of railway from the station of the Company at Kalka to Simla, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The said railway shall be a single line of the 2 feet gauge. Surveys, designs, and estimates in relation to the construction or execution of the said railway and stations and other works shall, if required, be furnished by the Company to the Secretary of State, and shall be subject to his approval. The said railway and stations and other works shall be constructed in all respects to the satisfaction of the Secretary of State, who shall be at liberty at any time during construction or during twelve months thereafter to object to any of the work done, or the materials employed or proposed to be employed in or about the same, and to require any work to be undone and to be done again, and any materials to be removed and to be replaced by others in a manner satisfactory to him.

Notification of Route of Railway.

5. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him

Such route shall be independent of and interfere as little as may be with the existing cart-road from Kalka to Simla, but the Company may carry the said railway across the said cart-road on a level therewith at such places, and at such places only, and in such manner as the Secretary of State shall approve.

Situation of Stations, etc.

6. The Secretary of State shall have power to determine the situation and dimensions of all stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the said railway.

Existing Surveys, etc.

7. All surveys and plans which the Secretary of State has caused to be made with a view of facilitating and expediting the construction of the said railway, or any part or parts thereof, shall be made over for the use of the Company, free of cost to the Company.

Land.

8. The Secretary of State shall from time to time at the reasonable request of the Company provide free of cost to the Company the land which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, and shall allow the Company to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

Equipment of Railway with Rolling-stock, etc.

9. The Company shall with due diligence equip the said railway with all such rolling-stock, plant and machinery as shall from time to time in the opinion of the Secretary of State be necessary for the purpose of working the same, and shall make such alterations or improvements in the equipment as may in his opinion be required from time to time; and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section, he may himself from time to time complete or alter or improve the equipment of the said railway, or any part thereof, in respect of all or any of the particulars specified in this section, and charge the cost of the same to the Company, who shall repay the same with interest in the manner hereinafter provided.

Telegraphs.

10. The Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the said railway or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the electric telegraphs to be established as aforesaid as he shall think fit, and it shall be lawful for him for such purposes, or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall pursuant to this Contract have allowed the Company to have possession), to enter at all times, by his agents, workmen, or others on any part or parts of said railway, or the lands or works belonging thereto, and to erect, place, maintain, make, do, and execute thereon all such buildings, machinery, works, appliances, acts, and things as the Secretary of State shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this section on the said railway, or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the said railway, or

any parts thereof, as he shall require for persons employed by him in or about or in connection with the construction, maintenance, working, or inspection of the electric telegraphs mentioned in this section, or any buildings, machinery, works, or appliances appertaining thereto.

11. The Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time consider proper to be used by the Company for the purpose of safely or efficiently working the said railway or any part or parts thereof. The Secetary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

12. The Company shall from time to time, upon demand by or on behalf of the Secretary of State, pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State, the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under the last preceding section have allowed to the Company the exclusive use, such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

13. The Company, if so directed by the Secretary of State, shall in relation to any electric telegraphs or telegraphic appliances of which under the 11th section of this Contract shall for the time being be allowed to have the use, observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs, or such of the said rules as the Secretary of State may from time to time prescribe to be observed by the Company; and the Company, if so directed by the Secretary of State, shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs, or as the Secretary of State shall require, for the receipts derived from the working of telegraphs and telegraphic appliances.

Police.

14. If the Company shall so desire, the Secretary of State will provide at the sole cost of the Company such a force of police as, with the approval of the Secretary of State, the Company shall from time to time require for the protection of so much of the said railway as shall for the time being be under construction, or shall not have been opened for public traffic.

15. After the opening of the said railway or any part thereof for public traffic, the Secretary of State shall provide and maintain for the purposes of so much of the said railway as shall for the time being be open for public traffic such a force of police as the Company, with the approval of the Secretary of State, shall from time to time require; and if the Secretary of State shall consider that any addition to the force is required for the preservation of law and order on the open system, his determination on that point shall be final, and such addition shall be made accordingly. The cost of providing and maintaining the force of police required for the purposes aforesaid shall be defrayed in the following manner; that is to say, three-tenths shall be borne by the Secretary of State, and the remaining seven-tenths shall be included in working expenses.

16. The cost of providing and maintaining any force of police from time to time provided and maintained by the Secretary of State under either of the two last preceding sections in relation to the said railway, or any part or parts thereof, shall be taken to be as from time to time stated by the Secretary of State.

Opening for Public Traffic.

17. The Company shall from time to time when and as often as any part of the said railway not previously opened for the public carriage of passengers is in a fit state and properly equipped with rolling-stock, plant, and machinery for such carriage, give the notice prescribed by law of its intention to open such part, and on the opening thereof being sanctioned shall forthwith open the same part for the public carriage of passengers, and, if the Secretary of State shall so sanction, of animals and goods. Nothing in this section shall operate to prevent the public carriage of animals or goods on any part of the said railway, the opening of which for the public carriage of passengers shall not have been sanctioned, provided the Secretary of State shall have sanctioned the public carriage of animals or goods over such part.

Maintenance and Management of the Railway.

18. The Company shall keep the said railway and the stations and works belonging thereto in good repair, and shall also keep so much of the said railway as shall for the time

being be open to public traffic and the stations and works belonging thereto in good working condition, and fully supplied with rolling-stock, plant, machinery, and stores to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in any default as to any of the matters before mentioned in this section he may in writing notify the fact to the Company, specifying in such writing the general nature of the defect, and unless the defect be remedied by the Company within one calendar month after the notification thereof by him to the Company may himself remedy it, and charge the cost of the same to the Company, who shall repay the same with interest in manner herein-after provided.

19. The Company shall keep the rolling-stock, plant, and machinery for the time being belonging to the said railway and to every part thereof in good repair and in good working condition to the satisfaction of the Secretary of State; and whenever the Secretary of State shall be of opinion that the Company is in default as to any matter before provided for in this section he may himself remedy the defect, and charge the cost of the same to the Company, who shall repay the same with interest in manner herein-after provided.

20. The Company shall maintain a sufficient staff for the purposes of the said railway to the satisfaction of the Secretary of State.

21. As between the Secretary of State and the Company, the Company shall be at liberty to pay out of capital the cost, so far as the same shall have been sanctioned by the Secretary of State, of maintaining and keeping every part of the said railway and the stations and works belonging thereto in good repair and in good working condition, to the satisfaction of the Secretary of State, for the period of two years after the opening of such part for public traffic. Provided that this clause shall not be deemed in any way to authorise the Company to pay dividends during such period as aforesaid or at any other time out of moneys not legally applicable for such purpose.

Alterations, Improvements and Additions.

22. The Secretary of State may from time to time give notice in writing to the Company of any reasonable alteration, improvement, or addition, other than the construction of branches, which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the safety of passengers, or of the public, or for meeting the development of traffic on the said railway, or for the effectual working of the railway or otherwise. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions herein-after contained, respectively be in the like relative positions in respect to such works as they respectively would have been in if the said works had been part of the original works belonging to the said railway. On receiving any notice under this section the Company shall, with all reasonable speed, but subject to the proviso herein-after contained, execute the said works, and the cost of such of the said works as shall be properly chargeable to capital shall, with the approval of the Secretary of State, be charged against the capital account as herein-after provided, and the cost of all other such works shall be charged as working expenses. If and so often as the Company shall fail or neglect to execute any works which under this section they are liable to execute, the Secretary of State shall be at liberty to execute the same, and to provide all or any of the moneys required for the said works and to expend the same thereon, and charge the same to the Company, who shall repay the same with interest in manner herein-after provided. Provided always, that in case the Company shall object to the reasonableness of any works required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration herein-after contained, and the work shall not be proceeded with nor shall the Company be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be a charge against the capital of the Company.

23. The Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount as stated by the Secretary of State which he shall from time to time have expended and charged to the Company under the 9th, 18th, 19th, or 22nd section of this Contract, together with interest thereon from the date of the expenditure thereof until repayment at the rate of 4 per cent. per annum.

Working the Undertaking, Fares, &c.

24. After the opening of the said railway or any part thereof for public traffic, the Company shall, until this Contract shall be determined under any provision herein contained, keep the said railway or such part thereof as aforesaid opened for public traffic and work the same and carry on thereon, in accordance with the provisions of the local law for the time being, the business of carriers of passengers, animals, and goods, or passengers, animals, or goods, according as the carriage of the same respectively shall have been sanctioned by the Secretary of State.

25. The Company shall cause to be run on so much of the said railway as shall for the time being have been opened for public traffic so many trains, at such times, such rates of speed, between such places, and with such conveniences and accommodations as the Secretary of State shall from time to time require.

26. The Company shall from time to time, upon the requisition of the Secretary of State, effect any alteration or improvement in the working of the said railway or any part thereof that may in his opinion be necessary for the safety of passengers or of the public, or for the safe and effectual working thereof or any part thereof.

27. The Company shall be entitled to charge the public for services rendered by way of conveyance on the said railway or any part thereof of passengers and goods of different classes and descriptions, such rates not exceeding, except as provided by sections 30 and 31 of this Contract, the maximum rates for such classes and descriptions of services respectively specified in the Schedule hereto as the Company may from time to time determine; and the Company shall further be entitled to charge in respect of goods for terminals at forwarding and receiving stations such rates as the Company may from time to time determine, subject to sections 45 and 46 of the Indian Railways Act, 1890. Provided nevertheless that no rate for any of such classes or descriptions of services or terminals which shall at any time have been fixed or charged by the Company shall be subsequently raised by the Company without the previous sanction of the Government of India. The term "goods" shall as regards this section include everything conveyed on the said railway, passengers only excepted.

28. All stores intended to be used for any purposes of the said railway or any part thereof (including stores intended to be used in or about the construction of any part of the said railway or of any works or adjuncts of or pertaining to the same) shall be conveyed by the Company over the said railway at rates to be approved by the Secretary of State.

Undue Preference.

29. No undue or unreasonable preference or advantage to or in favour of any particular person, company, or railway administration, or any particular description of traffic in any respect whatsoever, shall be made or given by the Company, nor shall any particular person, company, or railway administration be subjected by the Company to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

Special Rates.

30. If the length of the said railway is shortened by the construction, with the sanction of the Secretary of State, of a tunnel through the Baroghat ridge the Company shall be entitled to charge for all kinds of traffic whatsoever (other than and except mail traffic) passing through such tunnel as though such tunnel were six miles longer than its actual length; and if on further surveys of the portion of the railway which has not yet been completely surveyed any tunnels exceeding 1,000 feet in length shall be found to be necessary and shall be constructed, the Company shall be entitled to charge for all traffic (except mail traffic) carried through any such tunnels such additional rates as may be agreed on between the Secretary of State and the Company.

31. If the rack system or any other special system be adopted, with the sanction of the Secretary of State, over any part of the said railway for the purpose of shortening the same, the Company shall be entitled to charge double mileage rates for all kinds of traffic whatsoever (including mail traffic) over all parts of the said railway over which such system is adopted, with such sanction as aforesaid, where the grade is steeper than 1 in 15.

Services to be rendered to Secretary of State.

Post Office.

32.—(1.) The Company shall be entitled to charge the Postal Department for the carriage of mails (as defined by the Post Office Act or Acts for the time being in force in India) such rates, not exceeding (except as provided by sections 30 and 31 of this Contract) three times the rates for the time being in force on State railways of the

metre gauge as the Company may from time to time determine, and all such rates shall be calculated according to the space required by and actually set apart for the use of the Postal Department.

(2.) The Company shall, if and when required so to do by the Secretary of State,—

(*a.*) Provide for the exclusive use of the Postal Department on every train running on the said railway, or on such one or more of such trains as the Secretary of State shall from time to time select, a third-class compartment of such size, not larger than one-third of a carriage of the ordinary size for the time being used on the said railway, as the Secretary of State shall require.

(*b.*) Carry mails of every or any kind by every train running on the said railway, or by such one or more of such trains as the Secretary of State shall from time to time select.

(*c.*) Carry all such mails as aforesaid in closed vehicles which shall be in charge of Postal servants.

(*d.*) Provide after reasonable notice for the exclusive use of the Postal Department so many Post Office vans, according to the pattern for the time being approved by the Postal Department and the Director-General of Railways as the Secretary of State shall from time to time require. The cost to the Company of providing accommodation for the Postal Department under this sub-section shall be met and defrayed in the manner provided by the rules from time to time in force with reference to the provision of the like accommodation by State railways of the metre gauge.

(*e.*) Permit the mails to be sorted in the vans in which the same are being carried.

(*f.*) Carry all Postal officers and servants when on duty in charge of mails or on inspection duty free of charge.

(4.) Subject to the provisions in this section and sections 30 and 31 of this Contract contained, perform all services for the Postal Department which the Secretary of State shall from time to time require on the same general conditions as may from time to time be in force on State railways of the metre gauge, and at such rates as may be approved by the Secretary of State.

(3.) Neither the Secretary of State nor the Postal Department shall be under any obligation to employ the Company for the conveyance of mails on the said railway or otherwise for the service of the Postal Department; but if and so far as the Secretary of State or such Department shall from time to time think fit to use the said railway or any part thereof for the conveyance of mails of all or any kind or description, or otherwise for the service of such Department, the Secretary of State and such Department shall be entitled to do so on the terms and subject to the provisions herein mentioned, and upon reasonable notice to determine such user.

Troops.

33. The Company shall and will at all times during the continuance of this Contract convey on the said railway all troops and sailors at the ordinary fares for the time being charged to the public for the conveyance of passengers using the same class on the said railway, except that all commissioned officers when travelling on duty at State expense shall be allowed to use first-class carriages at second-class fares, and, subject as aforesaid, shall and will perform all services for the Military Department which the Secretary of State shall from time to time require to be performed (including the conveyance of guns, ammunition, horses and other animals used for military or naval purposes, and all military or naval stores, carriages, wagons, camp equipages, and equipments whatsoever) on the same general conditions as may from time to time be in force on State railways of metre gauge, and (subject to the provisions of sections 30 and 31 of this Contract) at the same rates as those charged to the public for the conveyance of goods on the said railway, or in special cases or where special appliances have to be provided at such rates as may be from time to time agreed on between the Secretary of State and the Company.

Other Departments of the State.

34. All services which the Secretary of State shall require the Company to perform on the said railway for any Department of Her Majesty's Indian Government, whether Police or any other Department of the State (except service for the Postal and Military Departments, which are to be subject to the provisions of sections 32 and 33 of this Contract), or for high officials of such Government, including the conveyance of Police, prisoners, and paupers, the conveyance of telegraph stores, instruments, officers and workmen, of stores for State railways, and of any public stores (other than military or naval stores, whatever) shall be performed by the Company on the same general conditions as may for the time being be in force on State railways of metre gauge, and at the same rates and fares as those charged to the public, or in special cases and where special appliances or accommodation have to be provided at such rates as may be from time to time agreed on between the Secretary of State and the Company, subject to the provision as to free passes contained in the 10th section and to the provisions for special rates contained in the 30th and 31st sections of this Contract.

35. The Company shall convey on the said railway gold and silver bullion and coin, and copper coin, belonging to the Secretary of State, and the persons in charge thereof, at special rates to be from time to time approved by the Secretary of State.

36. The Company shall from time to time, upon the requisition of the Secretary of State, give precedence over all other traffic to his demands for either passenger or freight accommodation on the said railway.

37. The Company shall from time to time, upon the requisition of the Secretary of State, execute works in its workshops at reasonable prices and on reasonable terms in respect of rolling-stock and machinery belonging to State railways, but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company in respect of the said railway.

Tolls for use of Bridges.

38. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges on the said railway ways or roads for public use by persons on foot or on horseback, or in carriages, or for any other purposes of traffic for which ordinary highways are commonly used, the Company shall during the continuance of this Contract have the right to charge, according to tariffs to be arranged between the Secretary of State and the Company, tolls for the user of such ways or roads by the public.

Additional Capital of Company.

39. The Company shall, within twelve months from the date of this Contract, or within such further time as the Secretary of State may approve with respect to the whole or any part thereof, issue for the purposes of this Contract further share capital, in addition to the capital already issued by it for the purposes of its existing undertaking to such an amount as shall be agreed upon between the Secretary of State and the Company, and shall at the expiration of the said period of twelve months satisfy the Secretary of State that the whole of such additional share capital as aforesaid has been actually issued and accepted, and is then held by shareholders, who or whose executors, administrators, or assigns are legally liable for the same. If the Company shall fail to comply with any of the provisions of this section the Secretary of State may determine this Contract by notice in manner herein-after mentioned.

Payment of Interest out of Capital.

40. The Company, if authorised so to do by its Memorandum of Association or by special resolution, may pay interest on the amount for the time being paid up on its additional share capital, issued with the sanction of the Secretary of State for the purposes of this Contract, out of capital, for the period and subject to the conditions and restrictions in this section mentioned, and may charge the same to capital as part of the original cost of the construction of the said railway.

(1.) Subject to the proviso hereinafter contained, such interest may be paid until the close of the half year next after the half year during which the said railway shall be actually completed and opened for traffic; provided that if the said railway shall not be completed in accordance with the provisions of this Contract by the date hereinbefore fixed for completion, no such interest shall be payable after such date without the previous sanction of the Secretary of State.

(2.) The amount so paid out of capital by way of interest in respect of any period shall in no case exceed a sum which shall together with the net earnings of the said railway, and any interest received by the Company from any investments in which any moneys raised for the purposes of this Contract are invested, and from any bank or banks in which any such moneys are deposited, and any profits realised by the Company on the sale of any such investments as aforesaid, during such period make up an amount equivalent to a sum calculated on such paid-up capital at the rate of 3½ per cent. per annum for such period.

(3.) No such payment of interest shall be made until the Company has satisfied the Secretary of State that two-thirds at least of such additional share capital as aforesaid has been actually issued and accepted, and is held by shareholders, who or whose executors, administrators, or assigns are legally liable for the same.

(4.) No such interest shall accrue in favour of any shareholder during any time during which any call on any of his shares of the Company's additional share capital is in arrears.

(5.) The payment of such interest shall not operate as a reduction of the amount paid up on the shares in respect of which it is paid.

Restriction on Capital and on Borrowing Powers.

41. The Company shall not during the continuance of this Contract, without the sanction of the Secretary of State first obtained, at any time increase its share or stock capital (except as provided by the 39th section of this Contract) or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money at a reasonable rate of interest for bonâ fide temporary purposes.

Sanction to Capital Expenditure of Company.

42. All moneys proposed to be expended by the Company on account of the said railway or in pursuance of this Contract and chargeable to account of capital shall from time to time be stated and submitted to the Secretary of State for his sanction, and as between the Company and the Secretary of State shall be allowed only so far as the same shall from time to time have been sanctioned by the Secretary of State.

Accounts and Exchange.

43. The Company shall keep all such accounts in relation to the said railway and to this Contract, and all such accounts as between the Company and the Secretary of State, as the Secretary of State shall from to time require. Complete accounts shall be kept in India in rupee currency; nevertheless, accounts shall be kept in England in sterling money of the expenditure and receipts of the Company elsewhere than in India in relation to the said railway and to this Contract, but such accounts shall be incorporated in the Indian accounts of the Company.

44. For the purposes of the incorporation provided for in the last preceding section of this Contract, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion shall be made at the "prescribed rate of exchange," that is to say, at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the time at which the conversion is required to be made, and so that if the conversion is to be made in the first six calendar months of the then current calendar year the half year shall end on the 31st day of December, and if it is to be made in the last six calendar months of the then current calendar year the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees which would or might under this section, but for this provision, be made at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half year shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller-General at Calcutta. Provided also, that actual cash remittances shall be converted at the rate of exchange at which such remittances are actually made.

45. Unless and until otherwise directed by the Secretary of State the Company shall keep in relation to the said railway and this Contract the following accounts (that is to say):—

A Capital Account.
A Revenue Account.

46. In the Capital Account shall be entered all such expenditure and receipts of the Company under this Contract as pursuant to this Contract shall be chargeable, with the sanction of the Secretary of State, to account of capital, including—

(1.) Such amount (if any) as the Secretary of State may allow, to be charged to account of capital, in respect of the cost of the management, direction, and supervision, whether in London or in India, or elsewhere, of its affairs, so far as the same relate to the said railway prior to the time when the whole of the said railway shall have been opened for public traffic throughout.

(2.) All moneys which shall be actually expended by the Company, with the sanction of the Secretary of State, upon works, rolling-stock, plant, and machinery of the said railway, or for any other purposes of the said railway the cost of which is chargeable to account of capital.

(3.) The cost of maintaining and keeping every part of the said railway, and the stations and works belonging thereto, in good repair and in good working condition, to the satisfaction of the Secretary of State, for the period of two years after the opening of such part for public traffic.

(4.) All sums paid for interest in pursuance of the 40th section of this Contract.

(5.) The cost of providing and maintaining a Police force in accordance with the provisions of the 14th section of this Contract in relation to any such part or parts of the said railway as for the time being shall be under construction or shall not have been opened for public traffic.

(6.) The charges of the Telegraph Department of Her Majesty's Indian Government for rent, maintenance, and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the said railway or any part thereof, or in relation to any part of the said railway which shall not for the time being have been opened for public traffic.

(7.) So much as ought pursuant to the 22nd section of this Contract from time to time to be charged to account of capital.

(8.) The principal moneys paid by the Company to the Secretary of State, or into any Government Treasury in India, in respect of any works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of capital.

(9.) All such other expenses as the Secretary of State and the Company shall agree to treat as capital expenditure.

47. The Capital Account shall from time to time, as the Secretary of State shall require, be made up and submitted to him by and at the cost of the Company.

48. The Revenue Account shall be made up by and at the cost of the Company, half-yearly to the 30th day of June and the 31st day of December in each year, or to such other days as the Secretary of State may from time to time prescribe, and shall be regularly submitted by the Company to the Secretary of State, who may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the time when the same shall have been submitted to the Secretary of State; but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts, as the Secretary of State may determine.

49. In the Revenue Account shall be entered all such of the moneys to be received by or on behalf of the Company as under the provisions of this Contract are to be treated as received on account of revenue, and also working expenses and all such expenditure of the Company under this Contract and other items as pursuant to this Contract shall be chargeable to account of revenue, including in so far as they are attributable to the period covered by such account—

(1.) All expenditure incurred by the Company after the opening for public traffic of the whole of the said railway, in the management, direction, and supervision, whether in London or in India, or elsewhere, of its affairs so far as the same relate to the said railway.

(2.) Such proportion of the like expenditure incurred prior to the time when the whole of the said railway shall have been so opened as the mileage of the said railway for the time being so opened shall bear to the aggregate mileage thereof under construction and so opened.

(3.) All expenditure incurred by the Company in keeping all parts of the said railway for the time being open for public traffic in good repair and in good working condition, and fully supplied with rolling-stock, plant, and machinery, to the satisfaction of the Secretary of State, except such part of such expenditure as may under the 21st section of this Contract, or otherwise, with the sanction of the Secretary of State be charged to account of capital.

(4.) All expenditure incurred by the Company in keeping the rolling-stock, plant, and machinery belonging to such parts of the said railway as are for the time being open for public traffic in good repair and in good working condition to the satisfaction of the Secretary of State.

(5.) All expenditure incurred by the Company with the sanction or by the direction of the Secretary of State in the execution of any works of which the cost shall be chargeable to account of revenue.

(6.) The principal moneys paid by the Company to the Secretary of State, or into any Government Treasury in India, in respect of works, acts, and things which shall be executed or done by him under any of the provisions of this Contract, provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of revenue, and the interest so paid as aforesaid on any principal moneys so paid as aforesaid, whether such principal moneys be chargeable to account of capital or revenue

(7.) The costs, so far as not under the terms of this Contract to be borne by the Secretary of State, of providing and maintaining a Police force in accordance with the provisions of the 15th section of this Contract.

(8.) All moneys from time to time payable out of revenue under the rules for the

time being in force of the Company's Provident Institution to or for the purposes of that Institution as hereinafter mentioned.

(9.) The charges of the Telegraph Department Her Majesty's Indian Government for rent, maintenance, and inspection of the telegraphs and telegraphic appliances of which the Secretary of State shall from time to time allow the Company to have the exclusive use in relation to the said railway.

(10.) The costs of and incidental to the preparation of the returns and statistics from time to time furnished to the Secretary of State under the provisions hereinafter contained.

(11.) So much as ought pursuant to the 22nd section of this Contract from time to time to be charged to account of revenue.

(12.) All reasonable legal expenses in relation to such parts of the said railway as are for the time being open for public traffic.

(13.) All undischarged working expenses, so far as they are attributable to any previous period or periods or are exceptional.

(14.) All such other expenses as the Secretary of State and the Company shall agree to treat as working expenses.

50. The sum remaining in each half year, after deducting from the gross earnings of the said railway working expenses and all other charges (if any) to revenue account properly chargeable to that half year, shall be "net earnings."

Audit and Settlement of certain possible questions.

51. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere in relation to the said railway or this Contract, shall from time to time be audited on behalf of the Secretary of State by such person or persons as he shall from time to time appoint as well as on behalf of the Company, and the Company shall produce to the auditor or auditors so appointed by the Secretary of State all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to him or them all facilities requisite for the performance of his or their duties. Amongst the functions of the auditor or auditors shall be included the duty of seeing that expenditure is charged in accordance with the provisions of this Contract. Any correction made in the accounts by any person or persons who shall be acting as joint auditor or joint auditors on behalf of both the Secretary of State and the Company shall be conclusive. If consequent on the audit of any auditor or auditors acting exclusively on behalf of the Secretary of State the Secretary of State shall require any alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred for final decision to two persons, one to be named by the Secretary of State, and the other to be named by the Company, and in case such two persons shall be unable to agree, then to an umpire to be named by the referees. The costs of any such reference as last aforesaid shall be included in working expenses. The necessary costs of the audit of the Capital Account shall be defrayed by the Company and included in the Capital Account.

52. If any difference shall arise between the Secretary of State and the Company as to the head of account to which any expenditure of the Company is properly chargeable, the matter in difference, unless under the terms of this Contract to be solely decided or determined by the Secretary of State, shall be referred to the decision of the joint auditor or the joint auditors if the Secretary of State and the Company shall have appointed such an officer or officers, but in case such joint auditor or joint auditors shall not have been appointed, then the matter in difference shall be referred to some person to be jointly appointed for the reference by the Secretary of State and the Company, and if the Secretary of State and the Company shall not appoint such a person, then to the decision of two persons, one to be named by the Company, and one by the Secretary of State, or failing the agreement of such two persons, then to the decision of an umpire to be named by such two persons. The costs of any reference under this section shall be included under the same head of account as that to which the expenditure is decided to be chargeable.

53. In case any question shall arise whether any expenditure incurred for the purposes of the said railway or this Contract is to be treated in the whole or in part as a charge incurred on Capital Account, or how the same is to be dealt with, the question shall be determined on the general principle that capital is to bear the cost of new works, of additional rolling-stock, plant, and machinery, and of substantial improvements of, and additions to, old works, rolling-stock, plant, and machinery, including the cost of any temporary new work, the construction of which is requisite for the construction of a work properly chargeable to capital, and that, subject to the provisions of the 21st section of this Contract, the cost of repairs, restorations, renewals, replacements, and substitutions is to be borne by revenue. Provided, nevertheless, that any item of expenditure properly chargeable to capital, in accordance with this principle, on any part of the said railway for the time being open for public traffic, shall from time to time, if not exceeding ₹1,000, be classed as a "minor work" and be charged to working expenses within a maximum aggregate amount in each half year of ₹15 per mile of the said railway. Provided also, that after the said railway shall be opened for traffic throughout no portion of the salaries or allowances of any of the Company's permanent supervising staff, although for the time

being employed, partly or wholly, in directing or superintending work chargeable to capital, shall, except with the express sanction of the Secretary of State, be charged to capital, and that no expenses connected with the engagement from England, or with the passage from or to England, of any person in the Company's service shall be charged to capital, unless such person shall have been specially engaged to carry out work chargeable to capital, and actually employed upon such work.

Supervision of the Secretary of State.

54 For the purpose of inspecting the said railway and the works thereof, either whilst under construction or subsequently, and the stations, rolling-stock, plant, machinery, and stores belonging thereto, and the electric telegraphs and telegraphic appliances for the time being provided under this Contract for the use of the Company, and for the purpose of auditing the accounts of the Company, or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract, the Secretary of State may from time to time appoint such person or persons as he may think proper with such powers as he may consider necessary or expedient, and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

55. The Company shall to the satisfaction of the Secretary of State record and keep in proper books full and particular accounts of all its transactions and proceedings relating to the said railway or this Contract, including full and true minutes of all its meetings, meetings of Directors, communications with India and correspondence, so as at all times to exhibit fully and truly the state of its affairs. The Secretary of State or any person or persons appointed by him in that behalf shall at all reasonable times have free access to all the books, accounts, papers, and documents of the Company relating to the said railway or this Contract, with power to call for and make copies of or extracts from the same.

Junctions, Running Powers over or for, and other Facilities for Traffic to or from other Railways.

56. The Secretary of State will, so far as he may from time to time consider it desirable with a view to public convenience that any junction should be formed between the said railway and any other railway, and that such junction should be effected by the Company, endeavour from time to time to obtain for the Company on reasonable terms powers to form such junction, and will, so far as he may from time to time consider it desirable, with a view to the public convenience, that the Company should in continuation of the service of trains on the said railway run trains on any other railway, endeavour to obtain for the Company on reasonable terms and conditions power to do so. If and as often as the Company intend to form between the said railway and any other railway any junction which the Secretary of State shall have sanctioned to be made by the Company, the Company shall signify to the Secretary of State its intention to form the junction, and this Contract shall thenceforth be read and take effect as if such junction were a part of the said railway, except that no junction shall be deemed to be part of the said railway so as to give rise at any time to any question whether the whole of the said railway shall or shall not have been opened for the public carriage of passengers or of animals or goods.

57. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of the said railway or any part or parts thereof for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

58. The Company shall from time to time, upon the requisition of the Secretary of State, allow upon reasonable terms and conditions the use for other railways of any such rolling-stock appropriated or belonging to the said railway as shall not for the time being be required for the purposes of any part of the said Railway, or for any other operations of the Company under this Contract.

59. The Company shall from time to time, upon the requisition of the Secretary of State, make reasonable arrangements for the interchange of traffic and for through booking between the said railway or any part thereof and other railways, and in pursuance thereof for the interchange of rolling stock between such railways when of the same gauge, and the Secretary of State shall to the extent of his powers require the managers of such other railways to co-operate in making similar arrangements on the requisition of the Company.

60. The Company shall from time to time, upon the requisition of the Secretary of State, allow the use of any of the stations belonging to the said railway for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and under reasonable conditions and restrictions, and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.

61. The Company shall from time to time, upon the requisition of the Secretary of State, allow any junction to be formed between the said railway and any other railway on reasonable terms and conditions.

62. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with other railways.

Miscellaneous Provisions.

63. The Company shall not alter, vary, or add to its Memorandum or Articles of Association during the continuance of the Contract in such a way as to affect or prejudice the operation thereof, without the sanction of the Secretary of State.

64. The Company shall not during the continuance of this Contract, without the sanction of the Secretary of State in writing first obtained, engage in or carry on any business other than any business provided by this Contract or any other Contract for the time being in existence between the Secretary of State and the Company to be carried on by the Company.

65. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

66. The Secretary of State shall promote the passing by Her Majesty's Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract or any extension or variation thereof.

67. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits thereof of any Act of Her Majesty's Indian Legislature for the time being in force, and the Company and the undertaking and its equipment shall be subject to the provisions of every such Act, and no claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway or the profits thereof of any treaty, convention, or agreement for the time being in force between the Secretary of State and the Government of any allied tributary or foreign state and the Company, and the said railway and its equipment shall be subject to the provisions of every such treaty, convention, or agreement as mentioned in this section.

68. The Company shall not, without the consent of the Secretary of State, acquire either absolutely or for any limited estate, any land situate in the dominions of any allied tributary or foreign state, or any rights or easements in, over, or in respect of any land so situate. The expression "land" as regards the operation of this section includes mines, minerals, buildings, easements in or over lands, and generally all hereditaments of every description and of whatever nature or tenure, whether corporeal or incorporeal. This section shall not apply to any land of which possession may be given to the Company by the Secretary of State.

69. No communication or negotiation of any description or in respect to any matter shall, unless with the sanction and under the supervision of the Secretary of State, be made or conducted by or on behalf of the Company to or with the Government of any allied tributary or foreign state, or with any officials of any such Government.

70. The Company shall from time to time prepare and furnish to the Secretary of State such returns and statistics as to traffic and otherwise as the Secretary of State may from time to time require, and such returns and statistics shall be prepared in such form and under such heads and divisions and with such details as the Secretary of State shall from time to time prescribe. The cost of preparing such returns and statistics and incidental thereto shall be included in working expenses.

71. The Company may establish a Provident Institution for the benefit of servants of the Company, and thenceforth maintain and manage the institution so established under rules and regulations to be approved by the Secretary of State, which rules and regulations shall be subject to be varied from time to time as he shall approve.

72. Any notice, determination, decision, direction, requirement, requisition, appointment, certificate, or expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under Secretaries or his Assistant Under Secretary, or by a Secretary of Her Majesty's Indian Government, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

73. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State, and shall keep at the said office an authorised agent or committee of agency with whom the Secretary of State and Her Majesty's Indian Government or any officer or officers deputed on behalf of the Secretary of State or Her Majesty's Indian Government may communicate on affairs concerning this Contract, and the duties and liabilities of the parties hereto under this Contract, and all drafts drawn and receipts given by the said agent or committee of agency or under his or their authority on behalf of the Company in

relation to this Contract, or to any payment made or matter arising under or out of or by virtue of this Contract, shall be binding on the Company, and every notice to be given to the Company (save any notice with respect to the termination of this Contract under the subsequent provisions hereof) shall be sufficiently given if left at the said office or personally served on the said agent or any member of the said committee of agency.

74. The registered office of the Company shall at all times during the continuance of this Contract be situate at London or in Westminster.

Determination of Contract and matters consequent thereon.

75. The Secretary of State may determine this Contract in manner herein-after mentioned (that is to say):—

(1.) The Secretary of State may by giving to the Company in England not less than twelve calendar months' previous notice in writing (which notice is herein-after referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1926, or on the 31st day of December in the last year of any subsequent period of ten years.

(2.) If the Company shall fail to comply with any of the provisions of the 39th section of this Contract, then at any time after such default and before the said railway is open for public traffic throughout, or if the said railway shall not be constructed in accordance with the provisions of this contract, and completed and ready and fit for opening for public traffic throughout by the 30th day of June 1902, then at any time after that day (unless the Secretary of State shall be satisfied that there has been no neglect or default of the Company), and before the said railway is open for public traffic throughout, the Secretary of State may, notwithstanding any granting of further time or any negotiations between the Secretary of State and the Company, the Secretary of State may determine this Contract by giving to the Company in England notice in writing of such determination (which notice is herein referred to as "notice of determination").

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, whether by notice of purchase or notice of determination, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof, except as herein-after specially provided, shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges (inclusive of road-ways referred to in the 38th section of this Contract), rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this section or in anywise belonging to the said railway or any part thereof, and shall also relinquish, give up, and deliver to the Secretary of State all the rolling-stock, moveable machinery, live-stock, carriages, vehicles, plant, and articles belonging to the Company and appropriated either as regards purposes of construction or otherwise to the said railway or any part thereof, or any of the works or adjuncts thereof, inclusive of any such roadways as previously mentioned in this section, and the then existing stock of stores belonging to the Company and appropriated, whether for purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof, inclusive as last aforesaid, or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise, connected with or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof, inclusive as aforesaid, and all electric telegraphs, telegraphic appliances, and other property belonging to the Secretary of State and then in possession of the Company in reference to this Contract. All the particulars mentioned in this section shall at the time when the Secretary of State shall under this section become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers, from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money, which under the provisions of this contract shall have become actually payable to or on behalf of such party by the other party hereto.

76. If this Contract shall terminate by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall so terminate,

pay to the Company in India out of the revenues of India a sum of money equal, subject to the proviso herein-after contained, to twenty-five times the amount of the average yearly net earnings of the said railway during the five years immediately preceding the time at which this Contract shall terminate. Provided that the sum of money payable to the Company under the provisions of this section shall not exceed by more than 20 per cent., and shall not be less than the equivalent of the total capital of the Company in sterling expended on the said railway with the sanction of the Secretary of State; such equivalent being ascertained by converting sterling into rupees at the market rate of exchange of demand bills on London on the date on which the purchase price is handed over to the Company in Calcutta (as certified by the Comptroller-General of Calcutta). Provided also, that the Secretary of State shall be at liberty to deduct from the moneys which but for this proviso would be payable to the Company under this section, any amount then owing to him by the Company, or which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India.

77. If this Contract shall terminate by notice of determination the Secretary of State shall, within four calendar months from the time when this Contract shall so terminate, pay to the Company in India out of the revenues of India the fair value of the said railway and works, so far as the same shall then have been constructed and of all rails, fastenings, sleepers, rolling-stock, fixed and moveable machinery, live-stock, carriages, vehicles, plant, stores, books, documents, plans, and other articles which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 75th section of this Contract. The fair value of property for the purposes of this section shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf herein-after contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway. Provided that the Secretary of State shall not be bound to pay anything in respect of any such land as aforesaid, or of any telegraphs or any buildings, machinery, works, or appliances erected or brought by him on any such land or on any works thereon under the provisions of the 10th section of this Contract, or of other property belonging to him. Provided that if the Secretary of State shall determine this Contract by notice of determination he may, on the day on which such notice shall be given to the Company, deliver to the Company in India a notice in writing requiring the Company to accept any part or parts of the property for which he would but for this provision become bound to pay the fair value to the Company in lieu of payment for the same, and in case such notice as last aforesaid shall be so given to the Company, the Secretary of State shall be under no liability under the previous provisions of this section, or otherwise, to make any payment to the Company in respect of the articles and things comprised in such notice but the Company shall in that case be at liberty at any time not later than the expiration of nine calendar months from the termination of this Contract to remove the articles and things comprised in such notice as last aforesaid, and shall retain as its own absolute property all such of said articles and property as shall be so removed. But all such of the said articles and things as shall not be removed by the Company within the time prescribed in that behalf in this section shall, at the expiration of such time, become and be the absolute property of the Secretary of State. Provided also, that the Secretary of State shall be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the previous provisions of this section.

78. The clear balance of money payable by the Secretary of State to the Company under the 76th or 77th section of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment, or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this section in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

79. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any section or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators, one to be appointed by each party, pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof.

The SCHEDULE referred to.

MAXIMUM RATES FOR THE CARRIAGE OF PASSENGERS AND GOODS OF DIFFERENT CLASSES AND DESCRIPTIONS.

(1.) *Passengers.*

1st class	3 annas per mile.
2nd „	2 „ „
3rd „	9 pies „

(2.) *Goods.*

1st, 2nd and 3rd class, according to State Railway classification	3 pies per maund per mile.
4th and 5th class	4 „ „

(3) *Passengers' Luggage.*

Eight pies per maund per mile.

(4) *Parcels (other than those carried for the Post Office).*

	R	a
Weighing under 5 seers, but not exceeding 1 cubic foot	0	9
„ from 5 to 10 seers, but not exceeding 2 cubic feet	1	2
„ „ 10 to 20 „ „ 4 „	1	14
„ „ 20 to 30 „ „ 6 „	2	7
„ „ 30 to 40 „ „ 8 „	3	0
Every additional 10 seers or 2 cubic feet, or fraction of 10 seers or 2 cubic feet	0	12

APPENDIX Y.

This Indenture, made the 21st day of August 1898, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (herein-after referred to as the Secretary of State) of the one part, and THE SOUTHERN MAHRATTA RAILWAY COMPANY (herein-after referred to as the Company) of the other part, and SUPPLEMENTAL to an Indenture* dated the 1st day of June 1882 and expressed to be made between the Secretary of State of the one part and the Company of the other part (which is herein-after referred to as the original Contract), and SUPPLEMENTAL also to an Indenture† dated the 28th day of October 1885 and expressed to be made between the same parties (which is herein-after referred to as the West Deccan Contract), and to an Indenture‡ dated the 31st day of August 1887 and made between the same parties (which is herein-after referred to as the Bellary Contract), and to an Indenture § dated the 27th day of February 1889 and expressed to be made between the same parties (which is herein-after referred to as the Kistna Contract), and which said original Contract, West Deccan Contract, Bellary Contract, and Kistna Contract are herein-after referred to collectively as the existing Contracts.

WHEREAS the Company have, in accordance with the provisions of the existing Contracts, constructed and taken over several lines of railway, and are now working the same upon the terms and conditions and with and subject to the powers and provisions in the original Contract contained, but with certain variations and modifications made by the said subsequent Contracts or some of them, and under the Bellary Contract and an agreement therein recited the Company have a right of user of the station at Gundakul and the works immediately connected therewith.

AND WHEREAS a line of railway (herein-after referred to as the Gundakul-Yesvantpur Railway) has been constructed from the said Gundakul Station to Yesvantpur, of which line the portion from Gundakul *viâ* Dharmaveram and Hindupur to the frontier of the Mysore State (herein-after referred to as the British section) has been constructed by the South Indian Railway Company, Limited, for the Secretary of State under certain arrangements made between the Secretary of State and the last-mentioned Company, and the remaining portion thereof in the Mysore territory has been constructed by and is the property of the Mysore State.

AND WHEREAS the said British section has from the respective dates herein-after mentioned been opened for traffic and been worked by the Company.

AND WHEREAS it has been agreed between the Secretary of State and the Company that the Company shall, as from the 23rd day of April 1893, take over the said British section and shall complete the construction thereof, and shall equip and work the same as part of their undertaking upon the terms and conditions herein-after expressed.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

1. The Company shall forthwith complete the construction of and fully equip the British section of the Gundakul-Yesvantpur Railway to the satisfaction of the Secretary of State, and so as in all respects to bring the said railway and the equipment thereof up to the standard of the Company's existing railways.

2. The Company shall forthwith provide the said British section with rolling stock, and moveable plant and machinery, and shall during the continuance of the existing Contracts maintain and work the said section as part of their undertaking, and the said section shall, as from the 23rd day of April 1893, be deemed to be a part of the projected railway within the meaning of the original Contract, and so that all the provisions of the original Contract as to the maintenance, management, and equipment of the projected railway, and the telegraphs and police thereon, and the use and working thereof, and the conveyance of the traffic thereon, and the supervision and control of the Secretary of State over the times and speed of trains and otherwise over the projected railway, shall unless varied or altered by these presents, apply to the said section.

3. An inventory of the said British section and the works connected therewith, when completed in accordance with the provisions herein-before contained, shall be made by the Company and handed over to the Secretary of State.

* Printed as Appendix E to the Administration Report on Indian Railways for 1881-82.
† Printed as Appendix G to Part II of ditto ditto for 1885-86.
‡ Printed as Appendix L to Part II of ditto ditto for 1887-88.
§ Printed as Appendix K to Part II of ditto ditto for 1888-89.

4. The Secretary of State will supply to the Company, according to such arrangements as may from time to time be made between the Secretary of State and the Company, all money which shall be required by the Company for the completion of the said British section in accordance with the provisions herein-before contained; and also any further moneys which may from time to time be required by the Company to meet expenditure incurred, with the sanction of the Secretary of State, in additions or alterations to the said section, for the purpose of bringing the same up to the standard of the Company's existing railways.

5. The Company shall keep a separate Capital Account of the said British section, in accordance with the provisions relating to the Capital Account in the original Contract.

6. The Company shall also keep a separate Revenue Account in like manner of the said British section, containing an account of the gross receipts of the said section, and an account of the working expenses thereof, calculated in manner herein-after provided.

7. The working expenses of the said British section shall be arrived at in the following manner:—At the end of each half year the total expenses of working and maintaining the entire system of railways worked by the Company (including the said section) shall be ascertained, and shall be divided between the said section and the other railways worked by the Company in the proportion which the gross receipts of the said section bear to the gross receipts of such other railways; and the sum so ascertained shall be deemed to be the working expenses of the said section for such half year.

8. For the purposes of the two preceding clauses the Company shall be deemed to have worked the various portions of the said British section from the respective dates following; that is to say:—

The portion from Gundakul to Dharmaveram (63 miles), from the 1st day of January 1893.

The portion from Dharmaveram to the Mysore Frontier (57 miles), from the 23rd day of April 1893.

9. From the gross receipts of the said British sectionfor each half year the working expenses (ascertained as provided by clause 7) shall be deducted and paid over to the Company; and from the balance or net earnings a sum equivalent to 1 per cent. of such net earnings shall also be deducted as a contribution to the "Southern Mahratta Railway Provident Fund," and the residue shall be retained by the Secretary of State.

10. (*a*) The rates and fares charged for the conveyance of goods, coaching and passenger traffic on and over the said British section shall be subject to the general provisions of the original Contract in this behalf. The ordinary rates and fares charged shall be on the same mileage scale as is charged on the other lines either worked or owned by the Company. Special rates and fares shall not exceed the maximum nor be less than the minimum prescribed for the Government lines worked by the Company, and shall within these limits be introduced subject to the absolute control of Government, when considered necessary.

(*b*) The Company may book and carry all traffic by any route at its discretion; provided that when the said British section forms part of the shortest route, it shall be credited with the earnings as if the traffic had been carried by the shortest route of which it formed a part, at the rates and fares prescribed in sub clause 10 (*a*).

(*c*) Subject to the provisions of sub-clauses (*a*) and (*b*), all through rates and fares shall be divided between the said British section and the other railways worked by the Company in mileage proportion, after deducting terminals, if any.

(*d*) The same terminals shall be charged on the said section as shall for the time being be in force on the railway worked by the Company; but, except with the special sanction of the Secretary of State, no terminal charge shall exceed 3 pies per maund, nor shall be levied elsewhere than at the station of origin or the station of destination.

11. The provisions of the preceding clause shall extend and be applicable to the remaining portion (not included in this Contract) of the said railway between the Mysore Frontier and Bangalore, if and so long as the same shall be worked by the Company, unless the Secretary of State shall sanction any modification thereof.

12. The Company shall not, as between members of the public or railway administrations, make or give any undue or unreasonable preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, or subject any particular person or railway administration to any undue or unreasonable prejudice or disadvantage in any respect whatsoever. The Secretary of State shall have absolute power for the purposes of this clause to decide whether any preference, advantage, prejudice, or disadvantage is undue or unreasonable.

13. The provisions of the original Contract as to the termination by notice by the Secretary of State or the Company of the original Contract shall apply to this Contract, and subject thereto this Contract shall continue in force during the continuance of the original Contract.

14. Subject to and with the variations and modifications (if any) effected or necessitated by these presents, the several provisions of the existing Contract shall, so far as the same respectively were subsisting immediately before the execution of these presents, be and remain in full force.

APPENDIX Z.

This Indenture* made between the SECRETARY OF STATE IN COUNCIL FOR INDIA (hereinafter called "THE SECRETARY OF STATE") of the one part, and the BENGAL AND NORTH-WESTERN RAILWAY COMPANY, LIMITED (hereinafter called "the COMPANY") of the other part.

Whereas—By an Indenture* made the 18th day of July 1890 between the Secretary of State, of the one part, and the Company, of the other part (which Indenture is hereinafter referred to as the "Contract of 1890"), being a contract for the taking over and working by the Company of the Tirhut State Railway and also by two other Indentures (hereinafter called "the Contract † of 1894" and "the Contract‡ of 1895") dated respectively the 19th day of December 1894 and the 12th day of December 1895, by which last mentioned Indentures the terms of the Contract of 1890 were in some respects modified and supplemented, the expression "the Undertaking" was defined to mean the Tirhut State Railway with any improvements, alterations and additions of whatever description, including ferries, that may from time to time be made in or to the said Railway, by or with the sanction of the Secretary of State.

And whereas—The Secretary of State by an Indenture, § made the 31st day of October 1896, with the Segowlie-Raksaul Branch Railway Company, Limited, hereinafter called "the Branch Railway Company's principal Contract," agreed to the construction by the said Branch Railway Company of a railway (hereinafter called "the Branch Railway") from Segowlie, a station on the Tirhut State Railway, to Raskaul on the Nepal frontier; and further agreed to work and maintain the whole or such part of the said Branch Railway, as should for the time being have been opened for public traffic, on certain terms and conditions as therein provided.

And whereas—It was also stipulated that the Secretary of State should have power to enter into any contract or agreement with "any working agency" for the working and management of the said Branch Railway.

And whereas.—The Company by a Memorandum of Provisional Agreement made between their Agent, of the one part, and Mr. G. W. Disney, representing Sir W. B. Hudson, K.C.I.E., of the other part, have agreed to work and maintain the Branch Railway on the same terms and conditions as are embodied in the Branch Railway Company's principal Contract.

Now this Indenture witnesseth.

As to handing over to the Company the Branch Railway and working and maintenance thereof.

1. When and as often as in the opinion of an inspecting officer of the Secretary of State, duly authorized in that behalf, any portion of the Branch Railway in connection with the Undertaking at the Segowlie station has been completed and is ready and fit for the conveyance of passengers and goods, the Secretary of State will furnish to the Company, free of all cost to the Company, a specification describing the nature and quality of such portion of the Branch Railway and works, and setting out fully the general details of the construction of the same as regards earthwork, bridges, ballast, permanent-way, stations and all other matters and things of a permanent character, so as to show in every particular the standard up to which the said portion of the Branch Railway and works has been constructed. Such specification shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him on behalf of the Company and by the Consulting Engineer of the Government of India, or other officer duly authorized in that behalf to act on behalf of the Secretary of State, in testimony of the said portion of the Branch Railway and works having been completed in all respects in a manner equal to the standard of the Company's railway.

2. Upon such specification being signed in manner aforesaid, the Secretary of State will hand over to the Company, and the Company will accept for the purposes of this contract, the portion of the Branch Railway and works comprised or referred to in such specification, and will forthwith open such portion of the Branch Railway and works for public traffic; provided always that the first portion of the Branch Railway and works to be taken over and worked by the Company shall commence with the said Junction at the Segowlie station of the Undertaking, and that any further portion or portions of the Branch Railway and works shall be taken over and worked only as and when the same is or are respectively brought into connection with the said first portion so as to form one con-

* Printed as Appendix L to Part II of the Administration Report on Indian Railways for 1890-91.
† Printed as Appendix L to Part II of ditto ditto for 1894-95.
‡ Printed as Appendix L. to Part II of ditto ditto for 1896-97.
§ Printed as Appendix O to Part II of ditto ditto for 1897-98.

tinuous line of railway from the said Segowlie station. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this contract of each and any portion of the Branch Railway and works handed over to them.

3. The Company shall work and maintain such opened portion of the Branch Railway, from the respective date or dates of opening, as if the same formed a part of the Tirhut State Railway under the provisions of the Contract of 1890; subject, however, to the special terms and conditions contained in the Branch Railway Company's principal contract and to the further conditions that the supervision charges debitable under clause 7 thereof to the Branch Railway, and the 40 per cent. of the gross earnings retainable by the Company for working the line, shall be credited in reduction of the working expenses of the open system.

4. This contract shall remain in force concurrently with the Contract of 1890, terminating on the determination of that contract on the 31st December 1904.

As to Termination of Contract.

APPENDIX AA.

Memorandum of the revised* terms agreed upon BETWEEN THE GOVERNMENT OF INDIA AND HIS HIGHNESS MAHARAJA PARTAB SINGH, INDAR MAHINDAR BAHADUR, SIPAR-I-SALTANAT, MAHARAJA OF JAMMU AND KASHMIR, relative to the working of the Jammu and Kashmir State Railway.

1. As prescribed in clause 9 of the agreement† between the Government of India and His Highness the Maharaja of Jammu and Kashmir, dated 14th July 1888, as revised by the supplementary† Agreement between the Government of India and the State Council of Jammu and Kashmir, dated 1st November 1890, the terms on which the Jammu and Kashmir State Railway is worked by the North-Western Railway are hereinafter revised.

2. Clauses 6, 7, 9, 10, and 12 of the Agreement referred to in clause 1 above are cancelled.

3. The railway referred to in this memorandum as the said railway is the section of the Jammu and Kashmir State Railway which lies in Kashmir territory, and extends from mile 92½ near Suchetgarh to the left bank of the Tawi river at Jammu.

4. The said railway shall be worked and maintained in an efficient state by the North-Western Railway for a period of five years from 1st January 1895.

5. During the above period of five years the North-Western Railway shall receive from the Kashmir Darbar, for the working and maintenance of the said railway, a sum equal to 55·5 per cent. of the gross earnings of the said railway. This charge will cover the hire of locomotive and rolling-stock necessary to work the traffic of the said railway. It will also cover the cost of such new minor works as are usually charged to revenue on the North-Western Railway up to a limit of R30 per mile per annum.

6. The term "gross earnings" in clause 5 means and includes all receipts from the local bookings of coaching and goods traffic, a mileage proportion of traffic interchanged, all sums received as rents, and all other receipts usually treated as railway revenue. With effect from the first day of April 1898 gross earnings shall include telegraph earnings from private messages despatched from stations on the railway, Kashmir State telegrams being carried free as at present.

7. All moneys required for additional works usually charged to capital shall be found by the Kashmir Darbar, but no charge shall be made by the North-Western Railway for supervision of the construction of such capital works except where special establishment is employed, in which case the charge shall be limited to the actual cost of the extra establishment so employed.

8. The fares charged on the said railway to passengers, the rates for goods and the rates for railway materials, whether used in construction, maintenance or working of the said railway, shall be such as are from time to time in force on the main line section of the North-Western Railway.

9. The said railway shall be worked in accordance with the General Rules for Indian State Railways and with the subsidiary rules in force from time to time on the North-Western Railway.

10. Half-yearly accounts showing the entire earnings of traffic and the working expenses (calculated as explained in clause 5 of this memorandum) incurred upon the said railway shall be supplied regularly by the North-Western Railway to the Darbar.

11. The revised* terms agreed upon shall remain in force for a period of five years from 1st January 1895, and will thereafter be subject to revision on six months' notice being given by either party.

* Approved of in Government of India, Public Works Department, letter No. 447 R. T., dated the 28th April 1898.

† Printed as Appendix S to Part II of the Administration Report on Indian Railways for 1890-91.

APPENDIX BB.

Memorandum of Agreement made this 26th day of May 1898, between the NILGIRI RAILWAY COMPANY (LIMITED) and the MADRAS RAILWAY COMPANY for the working and maintenance of the Nilgiri Railway by the Madras Railway Company.

1. Throughout this Agreement, unless otherwise stated, or unless there is something repugnant in the context, the following terms are to have the meanings set opposite to each of them respectively, namely:—

Interpretation Clause.

Traffic. (*a*) Traffic includes everything that is carried over the Nilgiri Railway.

Coaching traffic. (*b*) Coaching traffic includes passengers, horses, carriages, dogs, parcels, luggage and all that is booked at what are commonly known as coaching rates.

Goods traffic. (*c*) Goods traffic includes coal, minerals, material and merchandize of all kinds, also cattle, sheep, etc., and all that is booked at what are commonly known as goods rates.

Telegraph receipts, etc. (*d*) Telegraph receipts include all sums received for telegrams for the State and private parties

Capital expenditure. (*e*) Capital expenditure includes all expenditure of all kinds which would under the rules in force from time to time on the Madras Railway be charged to the Capital account. *

Revenue expenditure. (*f*) Revenue expenditure includes all expenditure of all kinds which would under the rules in force from time to time on the Madras Railway be charged to the Revenue account. *

Stations. (*g*) Stations include sidings, platforms (where provided), points, sheds, tank-houses, wells, water-columns, signals, approaches, roads, buildings for traffic purposes, dwellings for the Traffic Station Staff, furniture, fittings, lamps, and other appliances that are required for working traffic, etc., at stations.

Locomotive premises. (*h*) Locomotive premises include running sheds, repairing shops, and all other appliances necessary for maintaining rolling stock in working order.

Rolling stock. (*i*) Rolling stock includes brake-vans, water-tanks, all goods and coaching vehicles and all locomotive engines which are necessary for working the traffic of the Nilgiri Railway.

Nilgiri Railway. (*k*) The term "Nilgiri Railway" includes all stations, locomotive premises, dwellings for the staff, rolling stock, and the whole of the permanent-way which form part of the complete undertaking of the Nilgiri Railway Company.

Local traffic and telegraph receipts. (*l*) Local traffic and telegraph receipts are those which relate to traffic and telegrams which do not pass off the Nilgiri Railway and include the receipts for traffic and telegrams between Mettupalaiyam and any station of the Nilgiri Railway.

Through traffic and telegraph receipts. (*m*) Through traffic and Telegraph receipts are the share of the receipts due to the Nilgiri Railway for traffic and telegrams which pass between stations of the Nilgiri Railway and stations of the Madras and other Railways beyond the Madras Railway.

Gross receipts. (*n*) Gross receipts include the Nilgiri Railway share of all local and through traffic and telegraph receipts, all amounts received for rent except rent of buildings not used for traffic purposes, *e.g.*, hotels, etc., and buildings erected for but no longer required for traffic purposes, and all other sums received by the Madras Railway on account of the Nilgiri Railway receipts—including advertisement and refreshment room receipts, etc. It is understood that the Nilgiri Railway receipts are to include a fair proportion of the sundry earnings from the buildings, etc., in the joint station at Mettupalaiyam on which the Nilgiri Railway is to pay a proportionate amount to cover interest on Capital cost and maintenance and repairs under Article 17, such as rents of quarters and dwelling houses, land, profits of workshops (if any), sale of unclaimed and damaged goods, license from fruit sellers, etc.

*These clauses are subject to revision hereafter if found necessary when the Contract between the Secretary of State and the Nilgiri Company is completed.

2. The Nilgiri Railway as hereinbefore defined with permanent-way, station buildings, furniture, fittings, sheds, sidings, locomotive engines and rolling-stock of all kinds, and all other conveniences necessary for working the traffic to and from the Coonoor terminus of the Nilgiri Railway will be taken charge of by the Madras Railway Company on the first day of.....eighteen hundred and ninety..... and from that date it is, during the period of this agreement (see clause 3), to continue to be worked by the Madras Railway Company as part of its own undertaking in all respects as if it actually belonged to the Company subject only to the same control of Government through the Consulting Engineer to the Government of Madras as is provided for in the Agreement entered into between the Nilgiri Railway and the Secretary of State, the intention being that for working purposes the Nilgiri Railway is to be considered and dealt with exactly as if it were the property of the Madras Railway Company, except as to the provision of funds for Capital expenditure and as to the maintenance and renewal of the permanent-way, works and stations, and cost of home establishment, which are specially provided for in clauses (5) five, (6) six and (7) seven respectively.

Madras Railway to work the Nilgiri Railway.

Note.—On 1st September 1898 or any subsequent date when the Railway is declared to be ready for traffic.

3. This Agreement is to remain in force for a period of three years from the date on which the line is opened for public traffic subject to revision on the opening of the extension of the line from Coonoor to Ootacamund; after the expiration of the three years the Agreement will continue in force subject to any alteration of terms and conditions as may mutually be agreed upon by the two Boards of Directors and subject to six months' notice on either side, such notice, however, only to expire on the 30th June or 31st December of any year.

Period of Agreement.

4. The Nilgiri Railway Company will obtain from Government any land that may at any time be required for the use or extension of the Nilgiri Railway system. Application for extra land required will be submitted in all cases by the Madras Railway direct to the Government Consulting Engineer.

Land.

5. The Nilgiri Railway Company will provide all necessary funds that may be required for Capital expenditure, and when such Capital works are to be undertaken by the Madras Railway Company, the estimated cost thereof is to be deposited in advance with the Madras Railway Company. All expenditure on Capital account is to be subject to the sanction of the Government and no expenditure on Capital works estimated to exceed Rs5,000 shall be incurred without the previous sanction of the Board of Directors of the Nilgiri Railway Company.

Capital funds.

6. The Engineering maintenance, including the repair and renewal of all buildings, bridges, cuttings and embankments, permanent-way and all other expenditure chargeable according to Government Orders to the Abstract A form of Revenue account, will be undertaken at the sole cost of the Nilgiri Railway Company, but the Engineering staff shall be in all respects subject to the orders and control of the Agent and Manager of the Madras Railway Company. Abstract A will be submitted periodically to the Government Examiner of Accounts, Madras.

Engineering maintenance.

6. (*a*) Estimates for work in connection with ordinary maintenance to be submitted in advance half-yearly to the Nilgiri Board in London, or their nominee, and in the event of objections being raised to any proposed expenditure, the question to be referred, if necessary, to the Consulting Engineer for Railways, Madras.

7. The cost of the Home establishment as chargeable by Government Orders under Abstract E of the Revenue accounts will be borne by the Nilgiri Railway Company.

Home establishment.

7. (*a*) All other Revenue expenditure is to be borne by the Madras Railway and to be covered by the payment alluded to in clause 19.

8. The following passenger fares shall be chargeable between Mettupalaiyam and Stations on the Nilgiri Railway :—

Passenger fares.

1st Class—A maximum mileage rate of 10 Annas.
2nd Class—A maximum mileage rate of 6 Annas.
3rd Class—A maximum mileage rate of 1 Anna.

Luggage and parcels—A maximum mileage rate of one anna per maund per mile. Other coachin grates will be charged as shown in published time-tables and circulars.

9. The following goods rates will be chargeable for all classes of goods traffic :—

Goods rates.

From Mettupalaiyam upwards—a maximum rate of 4½ pies per maund per mile.
From Coonoor downwards—a maximum rate of 2½ pies per maund per mile.

9. (*a*) Terminal charges will be levied at the rates in force from time to time on the Madras Railway.

Terminal charges.

10. Subject to the above-mentioned maximum rates the Madras Railway Company shall have the power to alter the rates as found to be desirable for the encouragement of traffic.

Alteration of rates both passenger and goods.

11. Government mails shall be carried over the Nilgiri Railway under the terms of the agreement between the Nilgiri Railway Company and the Secretary of State.

Carriage of mails.

Carriage of Revenue Stores.

12. The Madras Railway Company agrees to carry over its own line any materials required for Revenue works upon the Nilgiri Railway at the rates and under the same arrangements as are in force for material required for Revenue works on its own line. Materials and revenue stores carried over the Nilgiri Railway will be carried at the lowest rate chargeable for stores conveyed for the public.

Responsibility for accidents, etc.

13. The Madras Railway will be responsible as between the Railways and the public for all accidents, losses or damages of all kinds upon the Nilgiri Railway except as follows :—

Accidents or losses—

(i) caused by the failure of way or works owing to defective construction ;

(ii) owing to mechanical or other failure of method or system on which rolling-stock ascends or decends gradients on the Nilgiri Railway ;

(iii) owing to defective constuction of rolling-stock ; and

(iv) owing to extraordinary casualties from exceptional rainfall, or damages by floods, land-slips, bursting of tanks, rivers, or other irrigation works.

for which exceptions as well as for any accident or damage that the Madras Railway could not have prevented the Nilgiri Railway will be financially responsible as between the railways and the public.

13. (*a*) The Nilgiri Railway will be responsible for loss to the public through delay in the event of the rolling stock and equipment which was estimated to be required before the Railway was opened for traffic being found to be insufficient when working has commenced.

(*b*) The Nilgiri Railway will also be responsible for any damage to rolling-stock caused by the circumstances detailed in sub-heads (i), (ii), (iii) and (iv) of clause 13, it being the intention to secure the Madras Railway from abnormal risks in this respect due to the peculiarities of the Hill Railway. Provided always that such accident or damage could not have been prevented by the Madras Railway.

Provision of staff, stores, etc.

14. The Madras Railway Company shall provide and pay for the necessary staff, stores, etc., required for the working of all descriptions of traffic between Mettupalaiyam station and the terminal station of the Nilgiri Railway.

Control of traffic.

15. The Madras Railway Company shall have entire control of the train and traffic arrangements of the Nilgiri Railway and shall, during the continuance of this Agreement, cause to be run upon the Nilgiri Railway as many trains and at such times as the traffic shall from time to time require : at least one train shall be run daily throughout the entire length in each direction.

Telegraph lines and block instruments.

16. The Government Telegraph Department will provide and maintain the necessary lines of telegraph required for working and the rent charged by the Government will be included in the cost of working. The Madras Railway will decide whether Block Instruments shall be hired from Government or if it will provide Winter's Instruments at a rental not exceeding the rate charged by Government for similar instruments.

Mettupalaiyam joint station.

17. The necessary expenditure to render the station buildings at Mettupalaiyam available for use as a joint station will be at all times undertaken by, and at the cost of, the Madras Railway : interest upon the total cost of the joint station premises at the rate of 7½ per cent. per annum will be charged to the two Railways in proportion to the amount of their local and interchanged traffic at Mettupalaiyam.

Note—Buildings paid for partly by the Nilgiri Railway and partly by the Madras Railway will be acquired together and paid for by the Madras Railway.

The weight of coaching traffic shall be reckoned according to the following scale :—

For each passenger of every class	1 cwt.
„ „ child	56 lbs.
„ „ horse or each head of horned cattle	½ ton.
„ „ sheep, calf, goat, pig, dog or other small animal	56 lbs.
„ „ parcel	actual weight.
„ „ carriage of any size	½ ton.

17. (*a*) The payment of the Nilgiri Railway Company of their proportion of the interest on cost of joint buildings shall be in addition to the proportion of gross earnings for ordinary working expenses to be charged by the Madras Railway under clause 19.

Accounts.

18. The Madras Railway Company shall record and keep in a proper manner full and particular accounts of all its transactions and correspondence in any way relating to or affecting the Nilgiri Railway or the business thereof or any of the matters or things included or referred to in this Agreement, so as at all times to exhibit fully and truly the state of its affairs in relation thereto, in the same manner as prescribed in the Contracts between the Secretary of State for India and the two Railways.

(*b*) All receipts of the Nilgiri Railway are to be collected and treated as the receipts of the Madras Railway Company. The balance, after deducting the payments as defined in clauses 19 and 21 of this Agreement, is to be paid over to the Nilgiri Railway Company as soon as the accounts for each half-year shall have been made up and passed by the Government of Madras.

(*c*) A full statement of account shall be furnished by the Madras Railway Company half-yearly to the Nilgiri Railway Company, and the former Company will also furnish weekly a statement of traffic earnings of the latter Railway.

Remuneration to the Madras Railway for working the Nilgiri line.

19. The charge to be made by the Madras Railway Company for working the Nilgiri Railway (including all Revenue expenditure, excepting that for Maintenance and Home establishment excluded under clauses 6 and 7) shall be 30 per cent. of the gross receipts [see clause 1, sub-head (*h*)] subject to such receipts being taken at a minimum of Rs1,00,000 in each half-year: provided that if the Madras Railway Company's actual expenditure in working the Nilgiri line shows a saving upon this proportion of 30 per cent. of gross receipts, then the Madras Railway Company agree to surrender half the said saving to the Nilgiri Railway Company; but if such actual charges show the expenses to be over the 30 per cent. of gross receipts, the Nilgiri Railway Company agrees to share the excess in equal proportions up to the point at which the payment to the Madras Railway Company would amount to 35 per cent. of gross receipts as a maximum.

Maintenance of Nilgiri Railway.

20. (*a*) The Madras Railway Company will take all steps necessary to ensure that the Nilgiri Railway and its engines and rolling-stock are maintained in the same state of efficiency as that in which they were handed over to the Company.

(*b*) The precise conditions of the Nilgiri Railway, both as regards way and works and its equipment, when handed over to the Madras Railway Company, are specified in the schedule to be annexed to this Agreement A detailed inventory of the Nilgiri Railway as made over to the Madras Railway shall be prepared by the Nilgiri Railway and accepted and kept by the Madras Railway Company as part of the accounts.

Provident Institution.

21. A sum, amounting to 1 per cent. of net earnings, shall be retained by the Madras Railway Company for contribution to the funds of the Company's Provident Institution.

Engines, rolling-stock and other equipment.

22. Before the railway is open for traffic, the Agent and Manager of the Madras Railway shall, in consultation with the Engineer-in-Chief of the Nilgiri Railway, decide, so far as is practicable, whether a sufficiency of engines and rolling-stock (with the necessary duplicate parts), buildings and quarters and general appliances and equipment have been provided.

Government inspection of line, rolling stock, etc.

23. The Nilgiri Railway as defined in clause 1 (*k*) shall be inspected and passed by the Government officials before being opened for traffic, and periodically thereafter as Government decides.

Madras Railway Rules and Regulations to apply.

24. All the general and subsidiary rules and Regulations for the working and management of the Madras Railway in force during the term of this Agreement shall, so far as they are applicable to a branch line, be brought into operation on the Nilgiri Railway.

Arbitration.

25. In the event of any difference of opinion arising upon any of the terms of this Agreement between the respective Companies, the matter shall be referred through the Government of Madras to the Government of India, who shall decide from time to time as to responsibility for loss or damage, under this Agreement, and whose decision shall be final and binding upon both parties.

APPENDIX CC.

Memorandum of Agreement between the EAST INDIAN RAILWAY COMPANY (hereinafter called the East Indian Railway) and the OUDH AND ROHILKHAND RAILWAY (hereinafter called the Oudh and Rohilkhand Railway) for the interchange of traffic at Moghalsarai and Aligarh, and for the use in common by the two railways of the East Indian Railway Company's existing stations at Moghalsarai and Aligarh; also for additions and alterations which may be required thereat, from time to time, for the traffic of the two railways, as well as for the maintenance and renewal of the joint stations and the working of the traffic of the two railways at those stations.

CLAUSE 1.

I.—Unless where otherwise specially provided, this Agreement shall be held to have come into force from the 1st January 1897, and (unless otherwise mutually agreed upon) shall continue thereafter until the expiration of not less than six months' notice, which may be given by either Railway at any time, but which is to expire only on the thirtieth of June or the thirty-first of December in any year.

II.—Either railway giving notice to the other to cancel or revise this Agreement shall furnish, three months previous to the expiration of such notice, a new draft agreement embodying all amendments and revisions proposed, and the existing agreement shall thereafter remain in force, subject to a maximum limit of twelve months, until the expiration of one clear month, calculated from the first day of the month immediately following the signature of the new agreement. Provided always that (unless otherwise mutually agreed upon) no new agreement shall come into force before the expiration of six clear months from the date of notice given under the provision of paragraph I.

CLAUSE 2.

Unless there is something contrary or repugnant in the context, the following terms are throughout this Agreement to bear the meaning and interpretation named below, namely:—

I.—*Stations, traffic, vehicles, rates, fares, etc.*, of the East Indian and Oudh and Rohilkhand Railways, respectively, mean and include the stations, traffic, vehicles, rates, fares, etc., of other railways with which the East Indian and the Oudh and Rohilkhand Railways, respectively, may from time to time have through traffic arrangements as well as those of the home line concerned.

II.—*Local traffic of the East Indian Railway* means all traffic booked or invoiced between Moghalsarai or Aligarh junction stations, and any station or *viâ* any station on the East Indian Railway by way of the East Indian Railway.

III.—*Local traffic of the Oudh and Rohilkhand Railway* means all traffic booked or invoiced between Moghalsarai and Aligarh Junction stations, and any station or *viâ* any station of the Oudh and Rohilkhand Railway by way of the Oudh and Rohilkhand Railway.

IV.—*Through traffic between the East Indian and Oudh and Rohilkhand Railways* shall be understood, in all cases, to mean coaching and merchandize traffic which may be booked or invoiced to or from or *viâ* any station on one line from or to or *viâ* any station on the other line through either Moghalsarai or Aligarh Junction. Traffic between the Junction stations of Moghalsarai and Aligarh is local traffic of the line whose route is followed as provided in paragraph II and III of Clause 2.

V.—*East Indian Railway passing traffic* means all traffic of East Indian Railway between and *viâ* the East Indian Railway stations on one side of Moghalsarai or Aligarh Junction station, and the other side of Moghalsarai or Aligarh Junction station which only passes through the junction stations.

VI.—The *joint station staff* means all staff of all kinds employed in working traffic through and in and out of the joint station, and includes Goods and Coaching Clerks, Telegraph Signallers, Police, Pointsmen, Shunters, Menials and all other staff employed in receiving and despatching and dealing with trains and traffic of all kinds

VII.—*Running staff* means and includes Drivers, Firemen, Guards, Brakesmen, and all other staff that may be employed, from time to time, in the actual working of trains.

VIII.—*Trains* mean and include Engines whether with or without brakes, or other vehicles.

IX.—*Traffic receipts* mean and include the receipts from all Coaching and Goods traffic, and for telegrams and all other earnings at the joint stations.

X.—The *joint station expenses* mean all the expenses which the East Indian Railway may incur in working the two stations, including the provision of stationery, forms, etc., required for joint purposes, the cost of lighting the stations and lighting the signals, the cost of cleaning and conservancy, and all other expenses of all sorts, within joint station limits, except telegraph rent and maintenance charges, incidental to, or connected with, the proper working of the stations, and also interest on the Capital cost of joint station premises, as provided in clause 3, paragraph III. But the cost of loading, unloading, transhipping and otherwise handling goods by a staff specially employed and paid for this work is to be excluded from the joint account and be divided between two Railways according to the actual work done for each Railway.

XI.—The maund is considered, for all the purposes of this Agreement, as consisting of 82·29 pounds, and the ton as consisting of 27·22 maunds, except in calculating mileage, demurrage and haulage charges due under Conference Rules, when the ton is to be reckoned as equivalent to 27 maunds.

CLAUSE 3.

I.—The East Indian Railway existing works and premises, including furniture and working plant, to be used in common, for joint purposes by both Railways, shall be as regards the Moghalsarai Junction station, those which are mentioned in Appendix A, Schedules Nos. 1, 3 and 5 attached to this Agreement and as regards the Aligarh Junction station those which are mentioned in Appendix B, Schedules Nos. 1, 3, and 5, and the total of the amounts set opposite to those several items respectively in those schedules shall be that on which the six and half per cent. per annum for rent and station furniture and nine per cent. on the cost of ballast, permanent-way, points and crossings, is to be charged as provided in paragraph III of this clause. No addition shall be made to these schedules without the previous consent of the two Railways.

II.—The East Indian Railway shall, from time to time, provide the amount chargeable to capital, which is required to be expended for joint use of the two Railways upon additions and alterations of the existing premises as they are defined in the schedules referred to in paragraph I of this clause, and upon new premises, or works, which may have to be provided for joint use, within the limits of the joint stations.

All such new works and additions and alterations shall be executed by the East Indian Railway, upon plans and estimates which shall be agreed to by the two Railways before the work is commenced.

III.—An annual rent at the rate of six and half per cent. for joint structures, machinery and plant, and station furniture and nine per cent. for ballast and permanent-way, points and crossings, to include maintenance and renewal, shall be charged by the East Indian Railway to the joint station expenses account, upon the expenditure shown in the schedules referred to in paragraph I of this clause, and upon the cost of alterations and additions, and of new works to be provided under the provisions of paragraph II of this clause. No charge shall be made to the joint account in respect of renewals of furniture or working plant included in Schedules Nos. 2 and 4 of Appendices A and B other than the above percentage.

IV.—The East Indian Railway shall execute all such additions and alterations and minor new works, chargeable to revenue, upon plans and estimates which shall be agreed to by the two Railways before the work is commenced, and shall also execute the work of maintenance and renewal of all premises and works which are used in common, from time to time, by the two Railways, within the limits of the joint station.

V.—Any expenditure on minor works which may be required for joint use of both Railways and upon minor additions and alterations of existing premises, which is chargeable to revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to the joint station expenses. No interest will be charged, but a separate schedule of such works is to be kept *for the purposes of clause 4*. These works shall be maintained by the East Indian Railway and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses, debit half-yearly to "joint station expenses" 5 *per cent. per annum* on the cost of permanent-way, points and crossings and ballast and 2½ *per cent. per annum* on the cost of all other such *works* on account of such maintenance, provided always that no maintenance shall be charged until each such work is completed.

VI.—Within its own boundary, each Railway will provide and maintain, at its own cost, all such accommodation as may be required for its own exclusive use, and each Railway will provide and maintain its own permanent-way and signals. Within the boundary of the East Indian Railway, that Railway shall provide all accommodation and structures of all descriptions.

The Oudh and Rohilkhand Railway shall solely pay the rent as specified in clause 3, paragraph III, on the accommodation and structures exclusively used by it, as mentioned in Schedules Nos. 2 and 4 of Appendices A and B attached to this Agreement, and on any such accommodation and structures as may hereafter b provided.

CLAUSE 4.

Upon the termination of this Agreement or in the event of works provided under it being no longer required by either of the two railways the amount of compensation to be paid by the Oudh and Rohilkhand Railway for Capital and other expenditure incurred by the East Indian Railway in the provision of joint works shall be determined by mutual Agreement, or, if necessary, by arbitration, as provided for herein.

CLAUSE 5.

For the purposes of working the distant signals on the East Indian Railway and the distant signals on the Oudh and Rohilkhand Railway on each side of the Moghalsarai and Aligarh Junction stations, shall be considered and accepted as the limits of the joint stations, and all signals within the joint stations, as well as the distant signals, shall be worked by the East Indian Railway.

CLAUSE 6.

I.—(*a*) The staff for working the joint stations shall be appointed and controlled by the East Indian Railway, and charged to the joint station expenses account.

(*b*) The monthly cost of the permanent staff shall be from time to time agreed on by the two railways and embodied in a schedule called "Joint Staff" and signed by the Heads of the Traffic Departments of the two railways, within which limits the East Indian Railway has power to adjust the expenditure, as necessary. The schedules to be in force until modified, as above, by mutual consent, and shall be those recorded as Appendices A and B to this Agreement.

(*c*) In the event of the traffic necessitating immediate increase of the staff above the expenditure of the fixed schedule the General Traffic Manager of the East Indian Railway may make provisional arrangements subject to the subsequent concurrence of the Oudh and Rohilkhand Railway.

II.—The whole of the staff of the Oudh and Rohilkhand Railway, while within the limits of the joint station premises and sidings used for traffic purposes, shall obey and be bound by all the rules and regulations, and also all instructions which may be, from time to time, in force, or which may be issued by the authorities of the East Indian Railway, who shall have the same rights and control over the staff of the Oudh and Rohilkhand Railway while within the limits of the Moghalsarai and Aligarh stations as if they were the staff of the East Indian Railway. The joint staff shall further be bound to carry out any special precautionary rules which may be considered necessary by the Oudh and Rohilkhand Railway for the safe working of their trains within the junction limits, provided the same have been duly notified by the Oudh and Rohilkhand Railway, and accepted by the East Indian Railway.

III.—The joint station staff will deal with all through traffic, and also all local traffic of the two railways if conducted within the limits of the joint station, and the traffic of the two railways shall be dealt with in the same manner as if it belonged to one only, no undue preference being given to that of any one railway.

IV.—The monthly scale and cost of the stores, stationery, and forms required for joint purposes shall be, from time to time, agreed on by the two railways and embodied in a schedule called "Monthly scale of stores, stationery and forms" and signed by the Heads of the Traffic Departments of the two Railways, within which limits the East Indian Railway has power to adjust the expenditure, as necessary. The schedules to be in force until modified by mutual agreement, as above, to be those recorded as Appendices A and B of this Agreement.

Any increase in the quantity and expenditure of the fixed schedules must receive the approval of the Oudh and Rohilkhand Railway.

CLAUSE 7.

Accidents.

I.—Each Railway shall be responsible for all damage occurring to its own engines and vehicles and traffic therein, and to engines and vehicles and traffic therein belonging to any Railway a party to this Agreement, or to those of any other Foreign Railway, when such engines and vehicles and traffic therein are attached to its own trains.

II.—Each Railway shall be responsible for all damages or accidents caused by its own running staff within the limits of the joint station.

III.—Except as provided in I and II, all damages or accidents which may be caused in the Moghalsarai and Aligarh Junction yards, to the public, to the stock and traffic therein of the two railways that are parties to this agreement, or to the stock and traffic therein of Foreign Railways that are not parties to the Agreement, and all damages or losses, however and from whatever cause they may arise within the limit of the joint stations, shall be charged to the joint station expenses account.

IV.—Paragraphs I, II and III of this clause are only applicable to damage or accidents, and cannot be applied in adjusting claims between the two contracting Railways of a pecuniary nature such as demurrage or detention to stock, or penalty for wrong sending or use of stock.

V.—Notice of all accidents, damages, losses, etc., connected with joint working which may occur within the limits of the joint stations shall be sent in accordance with the rules in force for reporting accidents on the East Indian Railway from time to time, to the officers of the two Railways immediately such accidents, losses, etc., occur.

VI.—Interchanged stock shall be considered "as handed over when entered in the number-taker's book at the junction station."

VII.—In the event of the two Railways being unable to agree as to the cause of any accident or the incidence of any loss or expenditure incurred thereby, as provided in paragraphs I, II, III, IV, V and VI of this clause, the Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow, shall alternately act as sole arbitrator for the decision of the matter, and the two Railways agree to accept and abide by such decision when given.

CLAUSE 8.

Coaching and goods traffic of every kind shall be freely interchanged between the East Indian Railway and the Oudh and Rohilkhand Railway with such special restrictions as may be, from time to time, agreed to by the two Railways, and subject to the following conditions, namely :—

(*a*) All packages of less than 14 seers in weight shall be booked through as parcels and not as merchandise, unless they form parts of merchandise consignments of or over 14 seers.

(*b*) The minimum charge upon goods traffic booked through shall be eight annas.

(*c*) No less charge than four annas shall be made in case of full, and two annas in case of half or quarter rate, upon parcel traffic booked through.

(*d*) The minimum charge for goods, parcels, horses, carriages, dogs, etc., shall be divided in mileage proportion.

(*e*) In the case of parcels traffic, when the sum of the charges at the local rates over each line separately, is more than the through charge at the higher rate, the latter shall be adopted and apportionment made in Audit in the ratio of distance the parcel is carried over each line.

CLAUSE 9.

I.—Each Railway shall supply the other railway, from time to time, with the rates and fares for through traffic between Moghalsarai and Aligarh and their respective stations. Unless otherwise specially provided, the through rates and fares shall be in all cases, the sum of the rates and fares of each railway to and from Moghalsarai or Aligarh, as may be so advised, and shall include terminals, and cartage, if and when that is performed.

II.—No alteration of rate or fare or classification affecting the through traffic shall be made by either railway without notice in writing to the other railway in accordance with the ruling contained in Regulation 32 of the proceedings of the Conference of 1893, subject to modification of the ruling by a subsequent Conference, and such notices shall be given so as to come into force only on the first of a month and only by the Traffic Manager of the one Railway to the Traffic Superintendent of the other Railway or *vice versâ*.

III.—Each railway shall supply its rates and fares and charges for local traffic to and from the joint stations to the joint station staff from time to time.

CLAUSE 10.

I.—Each Railway shall be responsible for collecting and paying over to the other all the charges which may be payable upon through traffic.

II.—The receiving station shall check the invoices and way bills and be responsible for collecting any amounts that may be undercharged, on both "Paid" and "To Pay" traffic, with the following exceptions which must be collected in full by the sending railway, namely :—

(*a*) Charges on live-stock of every description.

(*b*) Charges on all articles, goods or parcels, which, according to the rules of the forwarding railway, are required to be prepaid.

(*c*) Charges on Commissariat, Ordnance, Medical or other Government stores, which are booked on credit note, or which may be prepaid.

(*d*) Passenger fares, charges on passengers' luggage, specie and palanquins, and on carriages, and charges for insurance.

(*e*) Charges on all articles booked and carried in charge of the owner.

(*f*) All errors of and under one rupee in freight paid by credit notes other than those referred to in exception (*e*), and all undercharges in freight paid by ledger account.

III.—The receiving station shall not reduce the weight of articles or the charges below what is mentioned on the invoice or way bills, without the consent of the forwarding railway, but errors in classification, or rate or calculation may be corrected.

IV.—The joint station staff shall collect all the fares, rates and charges of the two Railways due on local traffic to and from the joint stations, and these charges, etc., shall be paid to each railway when, and in such manner, as may be arranged from time to time.

CLAUSE 11.

I.—Claims for compensation in local and through booking, not arising from any act or negligence of the joint station staff, shall be settled and paid by the Railway in whose custody the loss or damage occurred.

II.—All claims for compensation on through traffic due to the misconduct or carelessness of the joint staff shall be charged to the joint station expenses.

III.—All claims for compensation on local traffic due to the misconduct or carelessness of the joint staff shall be charged to the Railway concerned.

IV.—When the responsibility for loss or damage in through traffic cannot be satisfactorily determined, the claim may be debited to the joint station expenses account, by mutual consent of the Heads of the Traffic Departments of the two Railways.

V.—All damages or deficiencies in the parcels or goods traffic shall be brought to the notice of the authorities of the Railway or Railways concerned, as soon as they are discovered, in such manner as may be agreed upon by the two Railways from time to time.

VI.—The following rules—(forming clause 35 of the Conference Regulations of 1893)—shall be observed in the apportionment of compensation claims on through goods traffic:—

(*a*) When a consignment passes a transhipment station correctly according to junction records, the line or lines beyond shall be responsible.

(*b*) When damage, deficiency or loss is detected at the junction station, the line or lines before the junction is reached shall be responsible for such loss, and the junction record of such loss shall be considered final, unless the loss is proved to have occurred at the junction itself.

(*c*) When damage, deficiency or loss occurs at a transhipment station (worked as a joint station), the amount of the claim shall be debited to joint station expenses.

(*d*) When there is no transhipment and no check at junction or junctions, and a wagon in which damage, deficiency or loss is discovered arrives at destination with the sending station's seals intact, the sending railway shall be held responsible.

(*e*) When an untranshipped consignment is checked at a junction and the wagon reaches destination with junction seals intact, any damage, deficiency or loss discovered at destination shall be debited to the joint station expenses of the railways forming the junction at which it was checked.

VII.—Other claims of a pecuniary nature, arising from the act or negligence of the joint station staff, such as demurrage, or detention of stock, or penalty for wrong sending or use of stock, or haulage, or mileage, incurred through the misdespatch of stock, shall be debited to joint station expenses at Moghalsarai or Aligarh as the case may be, when such stock has passed over both lines and both lines have earned freight thereon.

CLAUSE 12.

Telegrams relating to joint business shall be interchanged free between the two railways.

CLAUSE 13.

I.—The division of the receipts from through traffic as defined in clause 2, paragraph IV, shall be carried out weekly, by the Audit Offices of the railways exchanging such traffic, without reference to the end of a month, except that, when the 30th June and 31st December do not fall on Saturday, two returns shall be rendered, one for the period commencing from the first day of the last complete week to the end of the month and another from the first day of the next month up to and including the second Saturday of that month.

II.—The weekly account shall be made up to, and shall include, the Saturday in each week, and settlement shall be made monthly on accounts which shall be closed on the last Saturday of each month, except as provided for in paragraph I of this clause, and each Railway shall have, in division, its own rates and fares, except in the case of minimum charges, which shall be divided as provided in exception (*d*) of clause 8 of this Agreement, on the understanding that all accounts shall be accepted as rendered, and that errors, which may be afterwards brought to notice shall be adjusted in subsequent accounts.

III.—The day shall in all cases be reckoned as 24 hours commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras time shall be adopted in all cases. Sundays, Christmas day, and Good Friday shall be treated as ordinary working days, and no *dies non* shall be allowed.

CLAUSE 14.

I. Each railway shall provide the tickets, forms, etc., required for its own traffic at the joint stations.

II. The joint station staff shall keep all such books, statements and returns as may be required by each railway, and shall render such statements and returns as each railway may require, in reference to its own traffic, direct to the authorities of that railway, from time to time.

III. All joint traffic books and statements at the joint stations, and local traffic books and all through goods, parcels, and other traffic books, shall be, at all times, open to inspection by any authorised officer or officers of the East Indian and Oudh and Rohilkhand Railways, for any reasonable purpose in connection with the working of this agreement. In case of dispute, the Consulting Engineers for Railways at Calcutta and Lucknow alternately shall decide if the required inspection is reasonable or not.

CLAUSE 15.

I. Each railway shall make its own arrangements for watering its own engines and also for greasing and oiling and examining and repairing its own engines and other rolling stock at the joint stations.

II. All vehicles shall be oiled or greased when necessary at the junctions by the railway towards whose line such vehicles are about to travel.

III. Each railway shall also supply lamps, oil, wicks, etc., for lighting its own trains, the work of lighting the vehicles being done, however, by the joint staff.

CLAUSE 16.

All sums which may be realized by the sale of lost and unclaimed and damaged property, for rent of refreshment rooms, for licenses for the sale of fruits, sweetmeat native refreshments, etc., receipts for left luggage, etc., for the sale of manure, and all other incidental receipts at the joint stations, shall be credited to the joint station expenses account. The receipts here mentioned are not to include terminals, wharfage, demurrage, or other charges, in respect of locally booked traffic, which shall be credited to each Railway concerned.

CLAUSE 17.

I. In consideration of the East Indian Railway passing traffic (as defined in para. V of clause 2 of this Agreement) with which the Oudh and Rohilkhand Railway is not concerned, one-third of the gross joint station expenses account, as defined in para. X of clause 2 of this Agreement, shall be paid by the East Indian Railway. The remaining two-thirds shall be apportioned between the two railways in proportion to the weight of Coaching and Goods traffic, both local and joint through, which uses the Junction stations.

II. For the purposes of this division of joint station expenses, the weight of goods and parcels traffic shall be reckoned upon the actual weight, according to the invoices and way bills; and each passenger shall be taken as equivalent to one-tenth of a ton, no account being taken of coaching traffic other than passenger and parcels. Fractions of a maund shall be dealt with in accordance with tariff rule.

III. The joint station expenses shall be subdivided so as to show the expenses at each junction separately.

CLAUSE 18.

I. The rules for the interchange of traffic and rolling stock between railways as adopted at the Railway Conference of 1893 (so far as they may be accepted by the Railways party to this agreement) shall be adhered to, subject to any modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the President of the Railway Conference in accordance with the rules of procedure, or by mutual consent.

II. No rolling stock shall be tendered for interchange which does not conform to the standard dimensions prescribed by the Government of India.

CLAUSE 19.

I. No goods damageable by fire or water shall be allowed to leave the line of the owning railway in open wagons, except under special arrangements, and subject to the provisions of Conference Rule 21 (*e*) of 1893.

II. When open trucks laden with damageable goods are accepted, the receiving Railway shall not be responsible for any subsequent damage, which may occur during transit to such goods by fire, water or atmospheric causes, unless it has accepted such risk.

CLAUSE 20.

I (*a*). Wagons, horse boxes, and carriage trucks may on the return journey be diverted without penalty to short branches aggregating not more than 50 miles, whether on one or more branches, with—or in order to secure—a load in the direction in which they are returning. In such cases mileage shall be paid on the diverted distance run under load in addition to any mileage due under the provisions of clause 8 (*c*) of the Indian Railway Conference Regulations of 1893, provided that either railway shall have the right of giving one week's notice to suspend this regulation and require the direct return of its stock to parent line.

(*b*). If either railway fails to comply with the notice within the prescribed week, it shall pay to the other Railway the penalty specified in clauses 9 (*a*) and (*c*) of the Conference Regulations of 1893.

II. The East Indian Railway may freely utilize Oudh and Rohilkhand Railway return vehicles for the conveyance of coal for the use of the administration of the Oudh and Rohilkhand Railway, no mileage being paid by the East Indian Railway on wagons so used.

III. The Oudh and Rohilkhand Railway vehicles may, for the purpose stated in clause 20, para. II immediately preceding, be diverted to any of the East Indian Railway coal branches from which coal for the purposes of the Oudh and Rohilkhand Railway administration is being taken, additional free times being allowed for any extra distance so entailed and the present extra free time for loading, 24 hours, being continued.

IV. When East Indian Railway wagons are used for the transport from the collieries for the use of the Oudh and Rohilkhand Railway Administration, the East Indian Railway shall forego mileage for the distance the coal is carried in East Indian Railway wagons beyond Moghalserai.

CLAUSE 21.

A Number-taker shall note the arrival and departure of every train passing the junctions and enter in writing in his books the number and description of every vehicle arriving at and leaving the joint stations, giving trains and dates, and distinguishing in goods traffic empty from loaded, and covered from open vehicles, and furnishing the necessary returns for the two railways; such Number-taker or takers to be joint servants of the both railways, and to work under instructions approved by both railways.

CLAUSE 22.

Each railway shall accept the statements of the other railway with respect to the loads of wagons, unless the Number-takers at the junctions notice and record that the loads have been interfered with, when the actual contents and their condition must be ascertained and recorded by a responsible officer of the joint staff, failing which, the sending railways statement shall be accepted.

CLAUSE 23.

For every Oudh and Rohilkhand Railway train run into or out of any of the Junction stations, the Oudh and Rohilkhand Railway shall pay to the East Indian Railway for shunting and marshalling at the rate of 5 miles per hour at an average cost per train mile for locomotive expenses calculated on the actual expenditure shown in the East Indian Railway Revenue account for the previous half-year, plus 5 per cent. thereon, to cover interest on the cost of locomotive stock used.

At Aligarh the basis of charge shall be as follows, *viz.* :—

	Mls.
(*a*) Mail and passenger trains without goods vehicles	15
(*b*) Mixed trains, including mail trains so long as they carry goods vehicles	30
(*c*) Goods trains	45

At Moghalsarai, where one Pilot Engine is found necessary for Oudh and Rohilkhand Railway purposes exclusively—24 hours per diem.

CLAUSE 24.

If at any time either line should find itself unable either for want of vehicle stock or engine power or from any other cause to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than 7 days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

CLAUSE 25.

In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, any one Railway shall be entitled to call for an arbitration to be conducted in the usual way, such Railway nominating its own arbitrator, and should the arbitrators so appointed fail to agree, they, that is, the arbitrators, shall nominate an umpire. The decision of the arbitrators or their umpire shall be final and binding upon the two Railways, in regard to the matter or matters which may be referred to them or him. But if any one of the two Railways shall fail to nominate an arbitrator within eight weeks after notice to call for an arbitration has been given to such Railway by the other Railway, the Railway giving such notice may nominate an arbitrator or arbitrators, and, in such case, the decision of the arbitrator or arbitrators, so appointed, shall be binding and conclusive upon the two Railways.

CLAUSE 26.

This Agreement is subject to the sanction of the Government of India* and of the Board of Directors of the East Indian Railway Company.

* Approved by the Board of Directors of the East Indian Railway Company in letter No. 161, dated the 26th August 1893, and confirmed by the Government of India in letter No. 1270 R.T., dated the 12th November 1898.

Appendix A.

SCHEDULE I.

List of buildings and works at Moghal Sarai Junction constructed at cost of East Indian Railway but used jointly by East Indian Railway and Oudh and Rohilkhand Railway.

Index letter on plan No. 18446	Description of works.	Total cost up to 31st December 1894. Building.	P. Way.	Total.	Remarks.
		₹	₹	₹	
A	Platforms				
A A	Covered way				
B	Gentlemen's waiting room				
B B	„ bath room				
C	Ladies' waiting room				
D	Bath rooms to do.				
E	Bath room				
F 1	Telegraph office				
F 2	„ godown				
F 3	Ticket Collector's office				
G	Station Master's office				
H	Booking office				
I	Back verandah used as waiting hall for passengers	1,78,755	...	1,78,755	
J	Booking office passage				
K	1st class refreshment room				
L	„ „ godown				
M	Traffic godown and record office				
N	Manager's office				
O P	2nd class refreshment rooms				
Q 1	Hoist and stairs				
Q 2	Manager's office				
R	Bath room				
S 1	Gentlemen's water closet				
S 2	Lamp room				
T	Native latrine	2,641	...	2,641	
V	Level crossing house	1,100	...	1,100	
W	Transfer platform, shed and office	13,222	...	13,222	
	Extension of do. do.	8,334	...	8,334	
Z	Station Master's bungalow No. 24	7,865	...	7,865	
a	Assistant „ „ „ 25	5,467	...	5,467	
b	„ „ „ „ 23	6,368	...	6,368	
c	„ „ „ „ 33	12,462	...	12,462	
d	Ticket Collector's „ „ 35	10,637	...	10,637	
e	„ 3 rooms „ „ 36	7,977	...	7,977	
e e	Rooms under tank house used by Government Railway Police	550	...	550	
	Quarters occupied by native clerks and menials working jointly.				
ff	Blocks No. 2 and 3=20 rooms				
g	„ „ 4 =10 „				
h	„ „ 5 =10 „				
i	„ „ 10 =10 „				
j	„ „ 11 =10 „	17,845	...	17,845	83 rooms at Rs. 215 each.
l	„ „ 14 =10 „				
m	„ „ 15 =10 „				
n	„ „ 16 = 3 „				
o	New Block No. 1 rooms 2 to 5 occupied by Kellner and Company's servants	1,579	...	1,579	
p	Extension of culvert at mile 469 2 fur.	388	...	388	
	Overfoot bridge	3,458	...	3,458	
	Island platform and over bridge	23,935	...	23,935	
	Flagging on new island platform	3,721	...	3,721	
	Shed on new island platform	15,750	...	15,750	
	Widening existing East Indian Railway platform	27,592	...	27,592	
	Local Goods platform	500	...	500	
	Latrine	1,300	...	1,300	
	Billiard room and institute 2 rooms at ₹2,606	5,212	...	5,212	
	Dispensary and hospital	7,903	...	7,903	
	Native Doctor's quarters	450	...	450	
	Total Rupees	3,65,011	...	3,65,011	

Appendix A.—(*Continued.*)

SCHEDULE II.

List of buildings and works at Moghal Sarai Junction constructed at cost of East Indian Railway but used exclusively by Oudh and Rohilkhand Railway.

Index letter on plan No. 18446.	Description of works.	Total cost up to 31st December 1894.			Remarks.
		Building.	P. Way.	Total.	
		R	R	R	
X	Main signal on Benares branch	275	...	275	
X X	Distant signal on Benares branch	250	...	250	
D. D.	Tank house room under up end of station	550	...	550	Occupied from 24th July 1891.
	Total Rupees	1,075	...	1,075	

SCHEDULE III.

List of sidings at Moghal Sarai Junction constructed at cost of East Indian Railway but used jointly by East Indian Railway and Oudh and Rohilkhand Railway.

Index letter on plan No. 18446.	Description of works.	Total cost up to 31st December 1894.			Remarks.
		Building.	P. Way.	Total.	
	Sidings shown in red on plan.	R	R	R	
Q	5,211 feet of Permanent Way in old road jointly used at R6 per foot, and 7 sets of points and crossings at R250 per set	936	32,080	33,016	
R	8,015 feet in new sidings laid under Reso. 1181 of Meeting 40 of 1888	1,420	48,615	50,035	
	Grouping points in joint use	812	...	812	
	3 disc indicators, Reso. 197, Meeting 8 of 1894	96	...	96	
	Oudh and Rohilkhand Railway joint lines at east end of station	1,032	3,150	4,182	
	Oudh and Rohilkhand Railway joint station yard	2,065	13,855	15,920	
	Total Rupees	6,361	97,700	1,04,061	

SCHEDULE IV.

List of sidings at Moghal Sarai Junction constructed at cost of East Indian Railway, but used exclusively by Oudh and Rohilkhand Railway.

Index letter on plan No. 18446.	Description of works.	Total cost up to 31st December 1894.			Remarks.
		Building.	P. Way.	Total.	
	Sidings shown in green on plan.	R	R	R	
C	P. Way in sidings, etc., laid under Reso. 1181, Meeting 40 of 1888—166 feet	29	1,007	1,036	
C	P. Way in sick line for Oudh and Rohilkhand Railway carriage repairs—290 feet, Reso. 1272, Meeting 44 of 1888	52	1,070	1,122	
D	P. Way in old platform road, 2,188 feet at R6 per foot and one set points and crossings at R250 per set	620	12,758	13,378	
	Grouping points near branch line crossing points 40 and 41 in conjunction with grouping points 31 and 33, see Resos. 616 and 617 of meeting 27 of 1891	287	...	287	
	Oudh and Rohilkhand Railway Engine line	4,746	9,408	14,154	
	Total Rupees	5,734	24,243	29,977	

Appendix A.—(*Continued.*)

SCHEDULE V.

List of furniture and working plant in joint use at Moghal Sarai Junction

No.	Description.	Cost. R	a.	p.
	STATION MASTER'S OFFICE.			
1	Almirah, teak	30	0	0
1	Station plan	10	0	0
2	Tables with 4 drawers	31	4	0
1	Copying press with stand	29	4	6
1	Looking-glass	6	12	0
1	Notice board	1	9	0
2	Punkahs with frills	43	0	0
1	Key board	1	0	0
2	Station stamps with pads	5	0	0
3	Maps of India	6	0	0
2	Record stands	30	0	0
1	Cash bag seal	8	8	0
1	Clock "standard"	80	0	0
4	Chairs	21	8	0
1	Goblet stand	6	5	9
1	Guard's watch	51	14	6
1	Iron safe	92	0	0
1	Inkstand, glass	0	3	9
4	Ditto metallic	2	8	0
2	Wooden rulers	0	8	6
1	Pair scissors	1	5	6
1	Penknife	0	8	9
1	Gum pot, tin	0	1	0
2	Mugs, tin	0	8	0
1	Date indicator	0	3	0
1	Inkstand, "Excise"	0	1	0
1	Measuring tape (100 ft.)	5	14	0
1	Kerosine table-lamp	6	9	0
1	Invalid chair	33	8	0
9	Tarpaulins	495	0	0
6	Fixed shelves, 12′×20″	105	0	0
3	Bath tubs	12	0	0
1	Fixed self, 20′ 4″ × 20″	29	12	0
2	Purdahs, regulation	16	0	0
1	Stool, 18″	2	0	0
1	Filter, Burn & Co.'s	12	8	0
2	Hand bells, brass	4	0	0
	GOODS SHEDS.			
1	Notice board	1	9	0
1	Grain tester	0	2	0
7	Padlocks	3	8	0
1	Weighing Machine—2 tons	90	0	0
1	Table with 4 drawers with lock and keys	30	10	0
1	Table with 4 drawers without locks and keys	29	0	0
3	Tables, flat	50	13	0
1	Ditto, small	6	7	0
7	Chairs, armed	17	8	0
2	Stools	8	0	0
2	Almirahs	60	0	0
2	Record stands	8	0	0
1	Iron safe with keys	92	0	0
1	Timepiece No. 620	40	4	3
1	Ruler	0	7	6
1	Letter clip	0	9	0
7	Inkstands, metallic	4	6	0
1	Penknife	0	8	9
1	Station stamp	5	4	0
1	Ditto rubber stamp	5	0	0
3	Ditto seals	1	8	0
1	Beam scale with 10 weights	16	8	0
	Carried forward	1,654	4	9

No.	Description.	Cost. R	a.	p.
	Brought forward	1,654	4	9
	GOODS SHEDS—(*continued*).			
1	Bench with back	20	0	0
1	Pair scissors	1	5	6
3	Platform lamps	33	0	0
1	Frosted table lamp	0	9	0
2	Punkahs with frills	43	0	0
1	Letter lock, brass	5	9	6
	NATIVE LATRINE.			
72	Pans, zinc	211	8	0
5	Wall lamps	45	7	1
4	Platform lamps	44	0	0
6	Indication boards	6	0	0
6	Buckets	13	2	0
	EUROPEAN LATRINE.			
4	Commodes, wooden	30	0	0
4	Chamber utensils	5	10	0
4	Iron tripods	22	15	7
1	Wall lamp	9	1	5
	TICKET COLLECTOR'S OFFICE.			
1	Punkah with frill	21	8	0
1	Table with 2 drawers	18	8	0
1	Small flat table	15	10	0
3	Stools	12	0	0
4	Chairs, armed	11	6	0
1	Dating machine	26	9	0
6	Wallets for Ticket Collectors	17	4	0
6	Carriage keys	0	12	0
6	Pairs ticket nippers	15	0	0
3	Pairs Audit ditto	7	8	0
1	Type-box complete	4	0	0
2	Inkstands, metallic	1	4	0
1	Frosted table lamp	6	9	0
1	Ruler	0	7	6
4	Fixed shelves, 12′ × 20″	70	0	0
1	Chest for collected tickets	5	0	0
	BOOKING AND CHECKING OFFICE.			
1	Label case	1	0	0
3	Ticket cases	87	0	0
5	Chairs, armed	10	0	0
3	Dating machines	79	11	0
3	Type boxes complete	6	0	0
3	Benches with backs	69	0	0
1	Table, flat large teak	16	15	0
1	Ditto ditto	7	0	0
1	Ditto with 2 drawers	20	4	0
2	Tables with 4 drawers	40	0	0
2	Notice boards	3	2	0
2	Counters fixed with drawers	90	0	0
1	Pair scissors	1	5	6
4	Padlocks, iron	2	0	0
2	Coin-testers	2	6	0
2	Punkahs with frills	43	0	0
1	Ruler	0	7	6
4	Inkstands, metallic	2	8	0
2	Locks, brass	12	7	6
3	Almirahs	90	0	0
2	Frosted table lamps	13	2	0
1	Small flat table, 3′ 10″×2′ 5″	5	0	0
3	Fixed shelves, 14″× 2′	73	8	0
	Carried forward	3,051	10	10

Appendix A.—(*Continued.*)

SCHEDULE V.—(*Continued.*)

List of furniture and working plant in joint use at Moghal Sarai Junction —continued.

No.	Description.	Cost. R	a.	p.
	BOOKING AND CHECKING OFFICE —(*contd.*).			
	Brought forward	3,051	10	10
5	Fixed shelves, 12′×20″	87	8	0
2	Ditto 7′ 6″×18″	19	12	0
1	Chest for papers	3	0	0
2	Stools, 18″	4	0	0
	LADIES' WAITING ROOM.			
1	Shower bath	8	8	0
1	Basin, zinc, with stand	1	12	0
2	Commodes with pans	15	0	0
2	Chamber utensils, China	5	0	0
1	Ditto ditto enamelled	2	8	0
2	Benches, caned	54	8	0
9	Chairs, armed	18	0	0
2	Chairs, easy	24	0	0
1	Round table	15	0	0
1	Small teapoy	5	0	0
2	Dressing tables	6	8	0
2	Wash-hand stands	17	8	0
2	Purdahs, regulation	16	0	0
3	Wooden screens	73	5	0
1	Wall lamp	9	1	5
1	Spare kerosine lamp	2	9	0
1	Punkah with frill	21	8	0
3	Fixed basins with water-taps complete	9	9	0
	GENTLEMEN'S WAITING ROOM.			
1	Shower bath tub	8	8	0
1	Wash-hand stand with crockery	8	12	0
1	Dressing table	28	0	0
1	Basin, zinc	1	12	0
2	Commodes with pans	15	0	0
1	Chamber utensil	2	8	0
2	Wooden benches with backs	40	0	0
3	Chairs, armed	6	0	0
3	Do. unarmed	5	4	0
1	Table, flat	16	0	0
1	Hat rack	1	0	0
2	Purdahs, regulation	16	0	0
3	Wooden screens	73	5	0
1	Kerosine lamp	2	9	0
1	Punkah with frill	21	8	0
1	Jug for wash-hand stand	2	10	0
1	Bathing mug	0	4	0
1	Stretcher	15	8	0
3	Fixed basins with water-taps complete	9	9	0
	PLATFORM.			
6	Hand trucks	661	8	0
2	Hand barrows	60	7	0
2	Ladders, wooden	25	8	0
1	Ladder step, wooden	4	5	0
40	Hand signal lamps	236	4	0
1	Goblet stand	6	5	9
2	Filter do.	7	0	0
8	Notice boards	12	8	0
2	Vernacular Fare-boards	19	6	0
1	Bye-law-board	1	9	0
46	Platform bracket lamps	460	0	0
6	West Derby lamps	65	10	0
1	Engine bell	2	1	3
1	Guards' report box	5	0	0
1	Rain gauge with glass	9	0	0
	Carried forward	5,323	12	3

No.	Description.	Cost. R	a.	p.
	PLATFORM—(*contd.*).			
	Brought forward	5,323	12	3
14	Indication boards	14	0	0
2	Weighing machines with 10 weights	360	0	0
2	Clocks, "standard"	160	0	0
2	Hydrants with hose and fittings	438	0	0
1	Bench, iron	12	8	0
2	Bells, brass	14	0	0
61	Padlocks, iron	30	8	0
7	Safety chains with locks and keys	75	8	0
1	Letter case	5	0	0
39	Badges with belts	39	0	0
8	Do. chowkidars	15	8	0
48	Do. menials	24	0	0
6	Buckets for watering cattle	13	2	0
1	Table, flat—4′×2′ 9″	6	0	0
31	Platform lamp slides	11	10	0
	OIL GODOWN.			
1	Large oil tank	12	0	0
1	Small ditto	11	0	0
1	Large trimming table	8	9	0
3	Strainers	16	8	0
6	Oil-cans, iron	157	8	0
8	Tin pots	3	12	0
3	Buckets, iron	6	0	0
1	Oil feeder, tin	0	4	0
1	Roof lamp-stand (fixed)	8	3	6
1	Lamp-stand (fixed)	8	3	6
1	Tray carriage lamp, wooden, with double tiers	137	14	0
	TELEGRAPH OFFICE.			
2	Small counters with drawers	90	0	0
2	Tables, flat, teak	32	0	0
10	Stools	40	0	0
2	Small almirahs	40	0	0
4	Kerosine lamps	22	0	0
2	Notice boards	3	2	0
1	Writing desk (fixed)	13	5	0
1	Chair, armed	2	8	0
2	Punkahs with frills	43	0	0
1	Telegraph "rates and rules"	0	2	0
2	Badges with bells and wallets	3	14	0
1	Do. without wallet	1	2	0
1	Hand lamp	2	8	0
1	Oil feeder, tin	0	4	0
1	Clock, "standard"	80	0	0
3	Battery almirahs and shelves	60	0	0
1	Pair scissors	1	5	6
2	Inkstands, metallic	1	4	0
1	Gimlet	0	3	3
1	Screw driver	0	12	0
1	Pair pliers	1	0	0
1	Eyelet presser	1	0	0
1	Penknife	0	8	9
1	Brass wrench	1	0	0
1	Water feeder, tin	1	14	9
1	"Telegraph Act"	0	2	0
1	Transfer chart	0	2	0
2	Inkstands, glass	0	7	6
1	Store chest	5	0	0
1	Practice instrument table, 4′×2′	5	0	0
7	Wastepaper baskets	3	8	0
1	Fixed shelf, 19′×18″	25	0	0
5	Wooden trays	4	6	0
8	Vertical message holders	31	0	0
8	Wire Files	2	0	0
	TOTAL RUPEES	7,431	13	1

APPENDIX A.—(*continued.*)

SCHEDULE VI.

Revised schedule of joint staff for Moghal Sarai Junction.

Particulars.	Amount sanctioned per month.			Remarks.
	₹	*a.*	*p.*	
Station Master	400	0	0	
Assistant Station Master	250	0	0	
Ditto ditto	180	0	0	
Ditto ditto	160	0	0	
Ticket Collectors	395	0	0	
Clerks, etc., under ₹100	670	0	0	
Menials	430	0	0	Includes guards' running room servants.
Points, etc., staff	388	0	0	
Gate-keepers	12	0	0	
Chaukidars	48	0	0	
Telegraph Staff	516	0	0	Includes clothing allowance to peons at ₹0-4-0.
Clothing allowance to clerks	9	0	0	Monthly, subject to variation.
Government Railway Police staff	254	0	0	Includes house-rent, contingent clothing, pensionary charges.
Pay to relieving staff doing duty for permanent staff	130	0	0	Monthly, subject to variation.
Travelling allowance to Traffic Inspectors coming to joint station on duty	20	0	0	The debits are only intended to be raised when East Indian Railway Inspectors are employed at the station on joint duty in connection with the discipline or control of the joint staff.
Wages of punkha coolies and watermen	75	0	0	During hot weather or ₹525 for the season.
Contingencies	9	0	0	Subject to variation.
Gratuities to points, etc., staff and chaukidars	44	0	0	Or ₹528 per annum.
Charges for uniform clothing and helmets to Station Masters and Assistant Station Masters	7	1	4	Or ₹85 yearly, subject to variation.
Charges for uniform clothing for Ticket Collectors	10	9	4	Or ₹127 ditto ditto
Charges for uniform clothing for choukidars	4	2	8	Or ₹50 ditto ditto.
Charges for uniform clothing for point staff	7	0	0	Or ₹84 ditto ditto.
Charges for uniform clothing for jemadars	5	0	0	Or ₹60 ditto ditto.
Charges for uniform clothing for porters and other menials	16	4	0	Or ₹195 ditto ditto.
Charges for caps for native gunners and tindals	0	12	0	Or ₹9 ditto ditto.
Charges for water-proof clothing for Station Masters, Assistant Station Masters, trains clerks and gunners	15	2	8	Or ₹364 every two years.
Charges for uniform over-coats for Ticket Collectors	2	14	3	Or ₹104 every three years.
Charges for uniform over-coats for trains clerks, etc.	2	3	7	Or ₹80 ditto ditto.
Charges for uniform over-coats for native gunners	0	10	8	Or ₹24 ditto ditto.

N. B.—Pay to relieving staff, travelling allowance to Traffic Inspectors, wages of punkha coolies and watermen, contingencies, gratuities to points, etc., staff, charges for water-proof clothing, uniform clothings, are liable to variation.

APPENDIX A.—(*continued*).

SCHEDULE VII (*a*).

Monthly scale of stores for Moghalsarai Junction.

Description.	No. or quantity.	Amount.
		R a. p.
Castor oil	250 gallons	343 12 0
Kerosine oil	211 „	148 5 9
TOTAL	.....	492 1 9

SCHEDULE VII (*b*).

Quarterly scale of stores and stationery for Moghal Sarai Junction.

Description.	No. or quantity.	Amount.
		R a. p.
Chalk	12 lbs.	0 2 7
Cotton, waste	180 „	26 4 0
Jute, ditto	75 „	5 5 0
Cotton thread	9 „	1 15 6
Soap, honey	18 cakes	1 6 6
Ditto, English	6 lbs.	0 12 0
Ditto, country	6 „	0 6 8
Soda, refined	3 „	0 2 2
Whiting	9 „	0 3 0
Phenyle	5½ bots.	3 1 6
Disinfecting powder	3 cwt.	21 0 0
Country brooms	60 bundles	0 15 0
Sulphate of copper	7 ozs.	0 1 3
Chamois skin	3 pieces	3 15 0
Dusters	1 dozen	0 15 0
Wick, Silber lamp	90 yds.	3 12 0
Do. reading do., small	7½ „	0 2 9
Do. kerosine do.	60 „	1 14 0
Do. table do.	30 „	0 15 0
Do. ditto 1"	6 „	0 4 0
Do. ditto ⅞"	30 „	1 4 0
Do. ditto 1¼"	45 „	2 1 9
Tape 1½" broad	60 „	2 15 0
Do. 1" do.	60 „	2 8 0
Books, blank, Serampore paper, of 5 quires	3	3 8 3
Ditto ditto „ 3 „	4	4 0 0
Ditto ditto „ 2 „	6	5 4 0
Ditto ditto „ 1 „	3	1 11 0
Ditto ruled foolscap paper „ 2 „	1	0 9 6
Books, Press-copy foolscap size	18	54 0 0
Do. memo. oblong	18	3 6 0
Do. ditto pocket with pencils	3	0 7 6
Do. file, skeleton	10	4 6 0
Files, brass wire	3	0 1 6
Paper, note—thin	1 quire	0 2 0
Do. blotting	4½ quires	1 2 0
Do. Serampore	4½ „	0 13 0
Do. carbonic	3¼ „	2 11 5
Do. brown	9 „	6 12 0
Do. oil	18 sheets	1 10 3
Do. ruled foolscap	48 „	0 5 2
Nib holders	48 „	0 4 0
Envelopes, dāk	42 „	0 1 7
Pencils, office	45 „	0 10 0
Do. hard	42 „	4 10 8
Pens	30 dozs.	1 6 6
Dye, aniline, violet	3½ packets	1 4 0
Do. magenta	2 „	0 3 4
Ink, rubber stamp	6 phials	0 10 4
Do. blue-black	6 bottles	2 9 0
Ribbon for dating machine	9 yds.	0 13 6
Nibs, steel	576 „	2 15 6
Twine, country	6 lbs.	0 12 8
Do. English	33 balls	6 3 0
Carried over	.....	195 12 2

APPENDIX A—(*concluded*).

SCHEDULE VII (*c*)—(*continued*).

Quarterly scale of stores and stationery for Moghalsarai Junction—(continued).

Description.	No. or quantity.	Amount.
		R a. p.
Brought forward	...	195 12 2
Form T. 1	1	0 0 9
Do. T. 84 & T. 288	...	21 7 0
Do. T. 296 A.	2	2 8 0
Do. T. 296 B.	2	2 8 0
Do. T. 622	1	0 2 9
Do. T. 102	210	0 7 4
Do. T. 362	24	33 6 0
Do. T. 396	15	12 14 3
Do. T. 512	4,800	11 4 0
Do. T. 560	18	5 5 6
Do. T. 566	900	2 13 0
Do. G. 51	12	0 10 1
Do. L. T. 18 A.	12	1 11 0
Do. L. T. 2	120	0 1 6
Do. L. T. 3	3	0 3 9
Do. L. T. 4	6	0 0 2
Do. L. T. 5	15	0 0 5
Do. L. T. 6	12	1 8 0
Do. L. T. 7	18	0 2 0
Do. L. T. 9	60	0 3 9
Do. L. T. 13	6	0 0 1
Do. L. T. 16	6	1 6 6
Do. L. T. 25	150	0 2 3
Do. L. T. 26	150	0 2 3
TOTAL	...	294 12 6

SCHEDULE VII (*d*).

Yearly scale of stores and stationery for Moghalsarai Junction.

Description.	No. or quantity.	Amount.
		R a. p.
Book, blank of foolscap size of 5 quires	4	4 11 0
Ditto Serampore paper of 2 quires	2	1 12 6
Ditto Press-copy—foolscap size	1	3 0 0
Gumpots, tin, with brushes	5	0 4 2
Damping pots with brushes	5	2 14 8
Ink for dating machine	2 pots	0 8 0
Tin plate	1	0 2 0
Eyelets	2,000	0 14 0
Dye, magenta	1 packet	0 1 8
Form T. 29 A	2	0 2 0
Do. T. 524	16	6 0 0
Do. L. T. 10	1	0 1 6
Do. L. T. 15	1	0 0 3
TOTAL	...	20 7 3

APPENDIX B.

SCHEDULE I.

List of buildings and works at Aligarh Junction constructed at cost of East Indian Railway jointly by East Indian Railway and Oudh and Rohilkhand Railway on 31st December 1884.

No. of house.	No. of rooms.	How occupied.	Amount. Building.	Amount. P. Way.	Amount. Total.	Remarks.
9	A to D	Station Master	7,325		7,325	
10	A	Institute	3,730		3,730	
4	A to C	Sub-Asstt. Station Master	3,735		3,735	
6	A to C	Asstt. Station Master	3,735		3,735	
7	A & B	Messrs. Kellner & Co.	3,258		3,258	
Block 17	A to J	Traffic Menials	1,300		1,300	
18	A to J	Ditto	1,300		1,300	
19	A to J	Ditto	1,300		1,300	
21	F to J	Ditto	650		650	
12		3rd class waiting hall outside station	6,825		6,825	
13	D	Telegraph office in station building	1,350		1,350	
34		Well at station	920		920	
13		Station building Rs. 31,660				
		Less cost of 2 rooms 40′×15′ & 20′×15′ „ 4,050				
			27,610		27,610	
		Covered way	31,497		31,497	
		Platform including carriage and horse dock	3,845		3,845	
23		Goods shed and platform	11,077		11,077	
		Approach road to station building 1,525 ft.	572		572	
		Goods shed road 1,000 ft.	375		375	
29		Goods shed latrine	1,080		1,080	
35		Gate lodge at Goods shed	150		150	
		Over foot bridge	3,361		3,361	
36 & 37		Gate-keeper's lodges at crossing near over foot bridge	400		400	
		Wire fencing	438		438	
		Main signal for incoming trains from crow's nest	1,091		1,091	
		Rail signal post opposite the Station Master's office	128		128	
		Pucca well 600 c. ft.	600		600	
		Additional lamp room	425		425	
		Removing and fixing weigh bridge	587		587	
		One way bridge	2,780		2,780	
38		Transfer shed	7,948		7,948	
		Cage in parcel office	55		55	
		Fitting existing main signal with interlocking	25		25	
		Office for Goods shed and removing weighing machine	283		283	
		Removing each alternate lamp off the Oudh and Rohilkhand Railway platform from the covered way, and re-erecting them on unlighted portion	70		70	
		Additions and alterations to Goods office	110		110	
		TOTAL	1,29,845		1,29,845	

SCHEDULE II.

List of buildings and works at Aligarh Junction constructed at cost of East Indian Railway, but used exclusively by the Oudh and Rohilkhand, on 31st December 1894.

No. of house.	No. of rooms.	Description of buildings.	Amount. Building.	Amount. P. Way.	Amount. Total.	Remarks.
		Luggage office and counter	223		223	

APPENDIX B—(*continued*).

SCHEDULE III.

Revised list of sidings at Aligarh Junction constructed at cost of East Indian Railway, but used jointly by East Indian Railway and Oudh and Rohilkhand Railway, on 31st December 1894.

	Description of sidings.	Amount.			Remarks.
		Building.	P. Way.	Total.	
		£	£	£	
2,404 L. ft.	2nd or Main line from points Nos. 1 to 25 including points and crossings	1,635	12,308	13,943	
1,955 „	3rd line from points Nos. 2 to 23 including points and crossings	1,329	10,010	11,339	
1,921 „	7th line from points Nos. 3 to 22 including points and crossings	734	10,408	11,142	
1,668 „	4th line from points Nos. 5 to 19 including points and crossings	562	9,112	9,674	
1,473 „	5th line from points Nos. 6 to 18 including points and crossings	429	8,114	8,543	
1,285 „	6th line from points Nos. 7 to 16 including points and crossings	304	7,151	7,455	
325 „	Passenger or No. 1 line from points No. 8 to buffer	124	1,664	1,788	
300 „	Passenger or No. 1 line from points No. 20 to Junction with Oudh & Rohilkhand Railway.	114	1 536	1,650	
57 „	Carriage Dock-siding	21	292	313	
718 „	East dead end from points No. 2 to buffer	274	3,622	3,896	
1,785 „	West dead end from points No. 23 to buffer	...	8,014	8,014	
220 „	Crossover from points No. 1 to No. 2	...	1,560	1,560	
280 „	Ditto 4 „ „ 8	...	1,890	1,890	
189 „	Ditto 10 „ „ 11	...	1,390	1,390	
169 „	Ditto 12 „ „ 13	...	1,280	1,280	
163 „	Ditto 14 „ „ 15	...	1,247	1,247	
275 „	Ditto 20 „ „ 21	...	1,863	1,863	
220 „	Ditto 23 „ „ 24	...	1,560	1,560	
220 „	Ditto 25 „ „ 27	...	1,560	1,560	
	1 15-ft. Carriage turntable	1,564	...	1,564	
	1 Disc signal on level crossing No. 5 West	60	...	60	
	7 Disc signals	252	...	252	
	Total	7,402	84,581	91,983	

SCHEDULE IV.

Revised list of sidings at Aligarh Junction constructed at cost of East Indian Railway, but used exclusively by Oudh and Rohilkhand Railway, on 31st December 1894.

	Description of sidings.	Amount.			Remarks.
		Building.	P. Way.	Total.	
		£	£	£	
400 L. ft.	Platform line under E. I. Railway boundary including 1 dead buffer	192	2,048	2,240	

APPENDIX B—(*continued*).

SCHEDULE V.

List of furniture and working plant in joint use at Aligarh Junction.

No.	Description of articles.	Amount. ₹ a. p.	No.	Description of articles.	Amount. ₹ a. p.
				Brought forward .	1,003 6 0
	Station Master's office.			*East Indian Railway platform —(concld.)*	
5	Chairs (1 armless and 4 armed)	12 4 0	5	Notice boards	40 0 0
1	Almirah	30 0 0	1	Iron padlock on store godown .	0 11 0
1	Teakwood table 7′×5′ with 4 drawers . . .	40 0 0	1	„ „ „ record .	0 8 0
1	Teakwood table 6′×4′ with 4 drawers . . .	28 0 0	1	„ „ „ 3rd class waiting hall door .	0 8 0
1	Small table with 2 drawers .	8 0 0	2	Benches, cast iron . . .	24 0 0
2	Wooden book shelves . .	38 0 0	1	„ wooden . . .	30 0 0
1	Iron safe with Chubb's lock .	64 0 0	34	Platform lamps with Silber burners	340 0 0
1	Standard clock . . .	159 0 0	2	Ladders, teak wood . .	24 0 0
2	Serai stands	6 0 0	2	„ deal wood, small .	3 0 0
1	Mug, enamelled . . .	0 11 0	1	Patent filter	12 0 0
1	Letter press	34 0 0			
1	Brass bell	10 0 0		*Oudh and Rohilkhand Railway platform.*	
2	Kerosine table lamps with Silber burners	14 0 0	1	Standard clock . . .	80 0 0
			1	Piece rail bell . . .	1 0 6
1	Notice board, teak wood . .	10 0 0	15	Platform lamps with Silber burners	150 0 0
1	„ „ deal wood . .	3 8 0	5	Notice boards, large . .	40 0 0
1	Date indicator . . .	0 3 0	2	Iron padlocks on entrance gate	1 0 0
1	Iron padlock on almirah .	0 10 0			
10	„ „ spare .	5 0 0		*Store Godown.*	
1	Measuring tape 100′ . .	5 14 0			
4	Inkstands, metal . . .	4 0 0	5	Safety chains	52 8 0
2	„ glass . . .	0 8 0	5	Crow bars	6 2 0
			3	Power lamps with Silber burners	27 4 3
1	Paper rack, tin . . .	0 4 0	2	West Derby „ „ „ .	20 0 0
4	Letter clips	2 0 0			
2	Rulers	1 3 6		*Second-class water-closet.*	
1	Cash weighing scale with weights	62 8 0			
1	Station name stamp, steel .	1 2 0	6	Commodes with pans . .	45 0 0
1	Map of India . . .	2 8 0	1	Iron padlock	0 8 0
1	Cash bag seal . . .	0 15 0	1	Square platform lamp with Silber burner . . .	10 0 0
1	Pair scissors	0 14 6	2	Chamber utensils . . .	4 0 0
5	Hat pegs	4 0 0	1	Water tap, brass . . .	1 0 0
1	Stool	1 8 0			
3	Boards for points key . .	21 4 0		*Telegraph office.*	
2	Punkhas with frills . . .	28 0 0			
1	Glass case for points badges with lock	7 8 0	1	Counter for instruments . .	35 0 0
1	Small counter	10 0 0	1	„ small . . .	15 0 0
1	Tin case for cholera medicine .	1 0 0	1	Iron padlock	0 8 0
			1	Screw-driver	0 12 0
3	Door chicks	4 11 0	1	Gimlet	0 5 0
1	Glass case for letters for the public	3 0 0	3	Inkstands, metal . . .	3 0 0
1	Moonj mat 14′×8′ . . .	6 4 0	1	Ruler	0 5 0
2	Rubber stamps "Aligarh Junction" and "Joint Station Master"	10 0 0	1	Armed chair	2 8 0
			3	Brass badges with belts . .	6 0 0
2	Zinc washing bowls on stand .	3 8 0	1	Leather wallet . . .	0 13 0
2	Paper baskets . . .	1 0 0	4	Stools	6 0 0
2	Waste paper „ . . .	0 8 0	1	Wooden box for private messages	3 11 0
	Oudh and Rohilkhand Railway Luggage office.		1	Clock, standard . . .	80 0 0
			1	Almirah, teak wood . . .	48 0 0
			1	Wooden cash box . . .	3 11 0
1	Small table	7 0 0	1	Notice board	1 0 0
	Platform weighing machine, Poofet's	102 0 0	1	Transfer chart	1 8 0
1	Stool	1 8 0	1	Telegraph Act sheet . .	0 12 0
1	Iron padlock	0 10 0	1	Battery case	60 0 0
			1	Hanging lamp, Ditmar's .	25 0 0
	East Indian Railway platform.		4	Brass files with wooden base .	1 0 0
			4	Paper pressures . . .	15 8 0
			6	Instrument Indicators . .	2 7 0
			1	Station name stamp . .	1 2 0
1	Standard clock . . .	159 0 0	1	Eyelet pressure or iron punch .	3 0 0
1	Train bell, engine, brass . .	10 0 0	1	Pair scissors	0 14 6
2	Luggage trucks . . .	76 0 0	2	Message clips	0 8 0
	Carried over .	1,003 6 0		Carried over .	2,234 12 3

APPENDIX B—(*continued*).

SCHEDULE V—(*continued*).

List of furniture and working plant in joint use at Aligarh Junction—(continued).

No.	Description of articles.	Amount.			No.	Description of articles.	Amount.		
		₹	a.	p.			₹	a.	p.
	Brought forward	2,234	12	3		Brought forward	3,379	11	6
	Oil Godown and Lamp room.					*Goods Shed*—(concluded).			
1	Oil tank, 150 gallon capacity	50	0	0	1	Beam scale with weights	90	0	0
1	" " 15 " "	12	0	0	1	Avery's platform weighing machine to weigh up to 52 maunds	631	0	0
4	Buckets, zinc	6	0	0					
1	Trimming table, large	8	9	0	1	Avery's platform weighing machine to weigh up to 11 maunds	95	0	0
1	One gallon measure	3	14	0					
1	Tail rope	20	0	0	1	Crow bar	1	10	0
3	Oil feeders and measures	0	15	0	1	Crane	1,000	0	0
1	Large iron pan for boiling burners	10	0	0	2	Calipers	19	14	0
4	Iron padlocks	2	0	0	1	Weigh-bridge	1,124	0	0
46	Hand signal lamps	195	8	0					
1	Dead buffer "	10	0	0	12	Stools	18	0	0
15	Square hand "	35	10	0	2	Hosepipes	72	0	0
2	Lamp scissors	2	8	0	2	Copper nozzles for ditto	36	0	0
3	Trays tin	5	4	0	2	Almirahs with locks and keys	14	0	0
6	Semaphore lamp burner protectors	9	0	0	2	Ladders	18	0	0
4	Roof lamp stands	30	0	0	1	Clock, round faced	75	0	0
1	Roof lamp carrier	35	0	0	9	Iron padlocks	4	8	0
4	Silber burner carriers	32	0	0	8	Brass padlocks, Chubb's	49	14	0
2	Step ladders	8	10	0	1	Letter copying press	34	0	0
1	Iron " on wheels	21	0	0	1	Station name stamp	1	2	0
					1	Station name seal	1	2	0
	First and Second class Booking office and Parcel office.				1	Paper rack tin	0	8	0
					4	Inkstands, zinc	4	0	0
					4	Inkstands, glass	2	0	0
1	Rubber stamp	1	8	0	1	Bench	12	8	0
3	Stools	4	8	0	1	Letter clip	0	15	0
1	Almirah, small	5	8	0	1	Counter	20	0	0
1	Ticket case with Chubb's lock	36	0	0	1	Date indicator	0	3	0
2	Tables (1 large and 1 small)	32	0	0	1	Hand barrow, two-wheeled	15	0	0
3	Cash boxes, tin	15	0	0	1	Pair scissors	0	14	6
1	Large iron almirah with Chubb's padlock	35	0	0	1	Rubber stamp	1	8	0
					29	Tarpaulins	1,450	0	0
2	Dating machines with type boxes	78	0	0	2	West Derby lamp with Silber burner	20	0	0
1	Platform weighing machine, Pooley's	112	0	0	1	Power " "	9	15	0
2	Notice boards, small	12	0	0	2	Platform " "	20	0	0
4	Iron padlocks	2	0	0	4	Table " "	26	4	0
1	Label tray	21	0	0	50	Sleepers, old	25	0	0
2	Square table kerosine lamps with Silber burners	13	2	0	3	Punkhas with frills	36	0	0
					1	Boomer press complete	1,000	0	0
2	Armed chairs	5	0	0	1	Stand for tarpaulins	5	0	0
1	Parcel weighing scale	45	0	0	2	Rulers	1	0	0
2	Inkstands	0	10	6	5	Hydrants	60	0	0
1	Ruler	0	10	9	1	Map of India	2	8	0
						Native latrine.			
1	Station name stamp	1	2	0					
6	Buckets, zinc	12	0	0	1	Bucket, zinc	2	0	0
2	Counters with drawers and shelves, 12 each	30	0	0	2	Roof lamp burners	2	0	0
1	Punkha with frill	12	0	0	24	Latrine pans	72	0	0
1	Hanging lamp, Ditmar's	25	0	0					
						Gentlemen's Waiting room.			
	Goods shed.				1	Table	18	0	0
					5	Armless chairs	17	8	0
5	Tables	50	0	0	2	Commodes with pans	15	0	0
2	Chairs, armed	9	0	0	2	Chamber utensils	4	0	0
1	Cash box, tin	8	8	0	1	Zinc bowl on stand	6	8	0
1	Iron safe, Chubb's	62	8	0	1	Tripod iron stand for washing bowl	2	8	0
2	Notice boards	18	0	0					
	Carried over	3,379	11	6		Carried over	9,517	9	6

APPENDIX B—(*continued*).

SCHEDULE V—(*concluded*).

List of furniture and working plant in joint use at Aligarh Junction—(concluded).

No.	Description of articles.	Amount. ₹	a.	p.
	Brought forward	9,517	9	0
	Gentlemen's Waiting room—(concld).			
1	Looking glass	6	12	0
1	Toilet table	10	0	0
1	Stretcher	7	0	0
2	Benches	48	0	0
2	Punkhas with frills	30	0	0
1	Kerosine table lamp with Silber burner	6	9	0
1	Iron padlock	0	8	0
1	Bath tub, wooden	5	0	0
1	Shower bath, iron	7	8	0
2	Door purdahs with rods	6	0	0
1	Stool	1	8	0
2	Boards for bathing on	10	0	0
1	Wash-hand stand with crockery	8	8	0
4	Hat racks	4	0	0
1	Ladder	2	8	0
1	Table cover	5	0	0
1	Wall lamp	1	8	0
	Ladies' Waiting room.			
1	Table	30	0	0
5	Chairs, armless	17	8	0
2	Commodes with pans	15	0	0
2	Chamber utensils	4	0	0
1	Toilet table with looking glass	30	0	0
1	Stretcher	7	0	0
3	Easy chairs	18	0	0
1	Bench	24	0	0
1	Wooden door screen	30	0	0
2	Door purdhas with rods	6	0	0
1	Iron padlock	0	8	0
1	Table lamp with Silber burner	5	0	0
1	Bath tub, wooden	5	0	0
1	Shower bath	7	8	0
1	Table cloth	4	8	0
1	Towel horse	2	8	0
2	Wash-hand stands with crockery	17	0	0
1	Zinc washing bowl	1	8	0
2	Brass clothes pegs	1	0	0
1	Stool	1	8	0
3	Boards for bathing on	15	0	0
1	Wooden rack with 3 pegs	0	12	0
1	Child's commode with pan	6	7	0
2	Punkhas with frills	30	0	0
1	Wall lamp	1	8	0
2	Hat pegs	1	8	0
	Third class Booking office and Waiting hall.			
1	Table	15	0	0
2	Ticket cases with iron padlocks	72	0	0
1	Stool	1	8	0
1	Table lamp with Silber burner	6	9	0
2	Dating machines with type boxes	73	8	0
1	Pair scissors	0	14	6
1	Iron almirah with padlock	28	0	0
2	Iron padlocks	1	0	0
1	Inkstand, zinc	0	14	8
1	Counter	17	10	0
1	Coin-tester	0	12	0
	Carried over	10,178	5	2

No.	Description of articles.	Amount. ₹	a.	p.
	Brought forward	10,178	5	2
	Third class Booking office and Waiting hall—(concld.)			
2	Vernacular fare tables	13	11	0
2	Notice boards	3	2	0
3	Platform lamps with Silber burners	30	0	0
	Goods shed latrine.			
2	Power lamps with Silber burners	19	14	0
10	Latrine pans	30	0	0
	Trains clerk's office.			
1	Table	13	8	0
1	Chair, armless	2	4	0
1	Book shelf, small	2	0	0
1	Wooden bench	15	0	0
1	Stool	1	8	0
1	Inkstand, zinc	0	14	0
1	Table lamp with Silber burner	11	0	0
1	Counter, small	12	0	0
1	Ruler	0	8	0
1	Rubber stamp	7	0	0
1	Punkha with frill	12	0	0
	Ticket Collector's office.			
1	Table, large, teak wood	20	0	0
1	Table, small, with drawers	12	0	0
4	Stools	6	0	0
1	Dating machine with type box	26	8	0
4	Audit nippers	10	0	0
6	Embossed nippers	15	0	0
6	Carriage keys	3	0	0
5	Wallets and belts	14	6	0
1	Inkstand, zinc	0	14	0
2	Iron padlocks	1	0	0
1	Counter, small	12	0	0
1	Table lamp with Silber burner	11	0	0
1	Set hat pegs	1	0	0
	Station yard.			
5	Padlocks on gates	2	8	0
27	" " points	13	8	0
4	" " safety chains	2	0	0
6	Semaphore lamps and burners	214	0	0
9	Disc signal " "	69	12	0
2	Platform lamps on bridge with small burners	20	0	0
4	Padlocks on scotch blocks	2	0	0
4	Safety chains	5	0	0
6	Badges and belts for gatemen	6	0	0
16	" " pointsmen	16	0	0
5	" " jemadars	5	0	0
1	" " office peon	1	0	0
1	" " signalman	1	0	0
2	Power lamps with Silber burners in waiting hall of station building	18	2	10
1	Power lamp with Silber burner in 1st and 2nd class entrance	9	1	5
3	Platform lamps with Silber burners on approach road	30	0	0
	GRAND TOTAL	10,946	6	5

APPENDIX B—(*continued*).

SCHEDULE VI.

Schedule of joint staff for Aligarh Junction.

Particulars.	Monthly sanctioned amount. ₹ a. p.	Remarks.
Station Master	300 0 0	
Assistant Station Master	200 0 0	
Ditto ditto	175 0 0	
Ticket Collectors	215 0 0	
Clerks, etc., under R100	650 0 0	
Menials	203 0 0	
Points, etc., staff	194 0 0	Of this R11 solely chargeable to Oudh and Rohilkhand Railway.
Gate-keepers	36 0 0	
Chowkidars	48 0 0	
Telegraph staff	222 0 0	Includes clothing allowance to peons.
Clothing allowance to clerks	9 8 0	
Government Railway Police staff	119 15 0	Includes house rent, contingent, clothing and pensionary charges.
Pay to relieving staff doing duty for permanent staff	150 0 0	Subject to variation.
Travelling allowance to Traffic Inspectors coming to joint station on duty	15 0 0	The debits are only intended to be raised when East Indian Railway Inspectors are employed at the station on joint duty in connection with the discipline or control of the joint staff.
Contingencies	10 0 0	Subject to variation.
Wages of punkha coolies and watermen	39 0 0	Subject to variation.
Gratuities to points, etc., staff and chowkidars	26 0 0	or R312 yearly.
Charges for uniform clothing and helmets to Station Masters, Assistant Station Masters and Sub-Assistant Station Masters	4 12 0	or yearly R57-0-0, subject to variation half-yearly.
Charges for uniform for Ticket Collectors	7 0 0	or yearly R84-0-0, subject to variation half-yearly.
Charges for uniform clothing for chowkidars	4 0 0	or yearly R48-0-0, subject to variation half-yearly.
Charges for uniform clothing for points staff	6 0 0	or yearly R72-0-0, subject to variation half-yearly.
Charges for uniform clothing for jemadars	2 8 0	or yearly R30-0-0, subject to variation half-yearly.
Charges for uniform clothing for porters and other menials	8 12 0	or yearly R105-0-0, subject to variation half-yearly.
Charges for caps for native gunners	0 5 4	or yearly R4-0-0, subject to variation half-yearly.
Charges for water-proof clothing for Station Masters, etc., Ticket Collectors, trains clerks and gunners	11 9 3	or R277-14-0, every two years, subject to variation.
Charges for uniform overcoats for Ticket Collectors	1 13 1	or R65-8-0, every three years, subject to variation.
Charges for uniform overcoats for trains clerks, etc.	0 12 8	or R57-0-0, every three years, moiety of which is recoverable from staff, amount chargeable is R28-8-0, every three years.
Charges for uniform overcoats for native gunners	0 3 7	or R16-0-0, every three years, moiety of which is recoverable from staff, amount chargeable is R8 every three years.

Appendix B.—*concluded.*

SCHEDULE VII (*a*).

Monthly Scale of Stores for Aligarh Junction.

Description.	Quantity.	Cost.	Description.	Quantity.	Cost.
		₹ a. p.			₹ a. p.
			Brought forward .	.....	1 2 0
Sorais . . .	8	0 4 0	Kerosine oil . .	120 gallons	75 0 0
Charcoal . . .	10 seers	0 5 0	Castor oil . . .	90 „	95 10 0
Ghurrahs . . .	8	0 4 0	Jute . . .	5 seers	0 10 0
Lime . . .	10 seers	0 5 0			
Carried over .	.....	1 2 0	Total .	.....	172 6 0

SCHEDULE VII (*b*).

Quarterly Scale of Stationery and Stores for Aligarh Junction.

Nib catchers . .	12	0 1 3	Brought forward .	.....	31 10 2
Handles for catchers .	12	0 4 0			
Blue black ink . .	3 quart bottles	1 5 5	Cotton waste . .	60 lbs.	9 14 7
Oil paper . . .	6 sheets	0 9 5	Tape wick for kerosine lamp . . .	60 yards	2 1 9
Carbonic paper . .	57 „	2 0 1	Soap, Country . .	6 lbs.	0 3 6
Blotting paper . .	30 „	0 5 9	„ English . .	12 cakes	0 12 0
Serampore paper .	90 „	0 12 2	Dusters . . .	24	1 14 0
Foolscap „ .	6 „	0 0 8	Brooms . . .	12 lbs.	0 5 6
Pencils, soft . .	18	0 5 0	Sulphate of Copper .	7 oz.	0 1 4
Pencil H. H. Hard .	18	0 15 2	Disinfecting powder .	30 lbs.	1 14 0
Pins . . .	15 oz.	0 11 3	Phenyle . . .	1½ gallons	2 14 6
Steel nibs shoulder .	240	1 0 8	Towels . . .	4	0 12 0
Twine, thin English	15 bundles	3 2 3	Chalk . . .	15 lbs.	0 4 2
Press copy books, foolscap size . .	6	18 0 0	Chamois leather in piece . . .	1 yard	1 4 3
Aniline dye, violet .	9 oz.	1 2 0	Crystal Soda . .	2 lbs.	0 1 7
Pocket books . .	6	0 15 0			
Carried over .	.....	31 10 2	Total .	.....	54 1 4

SCHEDULE VII (*c*).

Quarterly Scale of forms for Aligarh Junction.

Form T. 102 . .	30	0 1 1	Brought forward .	.....	39 6 7
„ T. 362 . .	24 books	33 6 0			
„ T. 560 . .	6 „	1 12 6	Form T. T. 18A. .	6 books	0 13 6
„ T. 566 . .	500 copies	1 9 0	„ T. 296A. .	1 book	0 13 9
„ T. 84 . .	12 books	2 10 0	„ „ 296B. .	1 „	0 13 9
Carried over .	.....	39 6 7	Total .	.....	41 15 7

SCHEDULE VII (*d*).

Yearly Scale of forms for Aligarh Junction.

			Brought forward .	.....	0 10 9
Form T. 341 . .	1 book	0 10 9	Form T. 396 . .	10 books	8 9 6
Carried over .	.....	0 10 9	Total .	.....	9 4 3

APPENDIX C.

List of buildings at Aligarh Junction constructed at cost of Oudh and Rohilkhand Railway but used jointly by East Indian Railway and Oudh and Rohilkhand Railway.

Number of house.	Number of rooms.	How occupied.	Amount.			Remarks.
			Building.	P. way.	Total.	
			₹		₹	
	5	Traffic menials . . .	725		725	

APPENDIX DD.

Articles of Agreement made and entered into this 1st day of November 1897, between the EASTERN BENGAL STATE RAILWAY on behalf of the SECRETARY OF STATE FOR INDIA IN COUNCIL, hereinafter called the EASTERN BENGAL STATE RAILWAY of the one part and THE BENGAL DOOARS RAILWAY COMPANY LIMITED, a joint stock Company with limited liability having its registered office at No. 1 Clive Street, Calcutta, hereinafter called the Company of the other part whereby it is mutually contracted and agreed as follows, *viz.* :—

CLAUSE 1.

This first revised agreement shall come into force on the first day of November 1897, and shall be subject to revision from time to time; but shall remain in force until the expiration of three months' notice from either party desiring to revise or cancel it, except as regards any clause in respect of which a shorter time of notice is specially fixed.

CLAUSE 2.

The interchange of traffic shall take place at such point near the confluence of the Karla and Teesta rivers, as may be agreed upon from time to time. All sidings permanent or temporary which may be found necessary on the right bank of the river Teesta shall be laid and maintained by the Eastern Bengal State Railway.

CLAUSE 3.

When rolling stock is tendered for interchange, and is ferried over the river Teesta the interchange shall be made in accordance with the rules for the interchange of rolling stock in the Indian Railway Conference Regulations of 1893, subject to any further modifications which may be agreed on at any subsequent Conference, or which may be adopted ON A REFERENCE TO THE GOVERNMENT OF INDIA, in accordance with the rules of procedure, or by mutual consent.

But twenty-four hours each way extra shall be allowed for the crossing of the Teesta ferry.

The Eastern Bengal State Railway shall not be bound to keep an engine and rolling stock at Jalpaiguri to work coaching traffic from the Ghât to Jalpaiguri station and *vice versâ* in connection with the mail trains, but every endeavour will be made to convey all classes of passenger traffic over the Ghât line.

CLAUSE 4.

When luggage, parcels or goods are transhipped, packages tendered by the Eastern Bengal State Railway to the Company shall be made over by the former and taken over by the latter in the transfer shed or on the river bank or at the gangway of the vessel placed to receive the packages, as the case may be.

Packages for the receipt of which no vessel is available shall lie at the risk of the Company in the transfer shed, or if there is not room in the transfer shed, then on the river bank from the time they are unloaded from the Eastern Bengal State Railway vehicles; and all subsequent handling shall be done by, and at the cost of the Company. If the Company's vessels are available the packages shall be transferred from the vehicles direct to such vessels with the least possible delay. No vessels will be considered available unless properly berthed and secured at the working ghât and properly staged.

Packages tendered by the Company to the Eastern Bengal State Railway shall be made over by the former and taken over by latter in the transfer shed, or on the river bank, or at the doors of the vehicles placed to receive them, as the case may be.

Packages for the receipt of which no vehicle is available shall lie at the risk of the Eastern Bengal State Railway in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Company's vessels; and all subsequent handling shall be done at the cost of the Eastern Bengal State Railway. If the Eastern Bengal State Railway vehicles are available, the packages shall be transferred from the vessels direct to such vehicles by the Company with the least possible delay. No wagons will be considered available unless placed ready as near the vessel as possible with tally staff in attendance.

Provided that neither party shall be responsible for packages unloaded by the other out of the ordinary working hours, which, for the purposes of this Agreement, shall be taken to be as from 6 A.M. to 18 P.M.

Tallies shall be kept by both the party making over and the party taking over packages. Such tallies shall record the numbers, description, marks on, and condition of packages; and the tally books shall be compared and countersigned on the completion of the loading of each vessel or vehicle, or, in the case of packages unloaded into the transfer shed or on to the river bank, on the completion of the unloading of each vehicle or vessel, as the case may be. In the event of any discrepancies between the two tallies the goods to which they refer shall at once be re-checked or re-weighed and the dispute settled, the cost of any extra handling in connection with this re-checking or re-weighing being borne by the side making the mistake.

Every "out of condition" package shall be stopped at the point of transfer, which in the case of goods tendered by the Eastern Bengal State Railway is the vessel's gangway, and those by the Company the wagon door, and kept aside. Such packages should at once be weighed and if necessary examined, they should be fully described and result of weighment and inspection duly recorded in the tally book and certified to jointly by the responsible officers of either side before transfer is given and accepted.

Packages found without marks, or with marks obviously incorrect, or other than those borne on the invoices, shall be pointed out to the side transferring by the side taking over, and shall not be accepted in transfer unless certified to at the risk of the side transferring. No package which can be clearly identified as part of a consignment in transit or already gone forward, shall be retained by the forwarding side.

Receipts in accordance with the tallies shall be granted in the through registers of each party before the close of the day.

CLAUSE 5.

Packages tendered in transfer from one undertaking to the other shall be accompanied by luggage tickets, way-bills, invoices, guidances, or such other documents as shall be sufficient to establish the identity of the packages and to enable the party taking over to duly deliver them at their destination to the correct consignee.

Packages tendered without the documents referred to shall not be taken over, and detentions, damage, etc., to such packages or goods shall be at the risk and responsibility of the side at fault. As regards goods transferred in part the first portion must be made over with the original invoice or copy; memorandum invoices will only be accepted for second and subsequent parts despatched, and then only if properly drawn up, for the packages they cover and if particulars of the original invoice are duly recorded therein.

CLAUSE 6.

On the right bank of the river Teesta all goods will be handled from boat to bank or wagon and *vice versâ* by the Company. Twelve hours daylight, *i.e.*, between 6 and 18 hours, to be allowed for loading or unloading the Eastern Bengal State Railway vehicles after they are placed in position at the ghât. Vehicles detained beyond the time allowed will be subject to a demurrage charge payable by the Company to the Manager at the rate of nine pies per hour or portion of an hour per ton of carrying capacity of the wagon, until such time as the vehicles are loaded or unloaded.

The Eastern Bengal State Railway will pay the Company R3 per 1,000 maunds for all goods transhipped by them from wagons to flats or *vice versâ* on the right bank of the Teesta, but should the transfer be from ghât to shed or bank and thence from shed or bank to wagon, or *vice versâ*, the Company will pay for the whole cost of the former work and the Eastern Bengal State Railway for the latter at R6 per 1,000 maunds.

The Eastern Bengal State Railway will also pay to the Company their portion of the handling charges of R3 per 1,000 maunds at Jalpaiguri Ghât when a bridge is put over the Teesta by the Company.

The necessary transfer staff of foreman, checkers, and tally clerks shall be employed by each party separately at their own cost.

CLAUSE 7.

Through Booking.

(*a*) Coaching traffic of all kinds shall be booked through between all stations on the railways of both parties except such stations on either line as may be excluded from time to time by the traffic managements of the two lines. Goods traffic shall be similarly booked.

(*b*) Through traffic between the railway of the two parties shall be understood in all cases to mean coaching and goods traffic, which may be booked or invoiced in accordance with the terms of this agreement through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

CLAUSE 8.

Through Rates and Fares.

(*a*) The rules and conditions applicable to the local traffic of the railways of the two parties shall also apply in through traffic.

(*b*) The through rates and fares shall be the sum of the charges of each railway respectively to or from Jalpaiguri Ghât.

(*c*) In the case of through minimum and other charges, coaching and goods, which are common to both railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage.

CLAUSE 9.

The rates, fares, conditions and classification shall not be altered except in accordance with the ruling contained in Regulation 31 of the Indian Conference Regulations of 1893 subject to any further modification which has been or may be agreed to at any subsequent Conference.

CLAUSE 10.

(*a*) Each railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding railway shall be responsible :—

(1) Charges on live-stock of every description.
(2) Charges on all articles, either goods, or parcels which according to the rules of the forwarding railway are required to be pre-paid. The rules of the forwarding railway in this respect shall be duly notified to the receiving railway.
(3) Charges on Commissariat and Ordnance stores booked under Credit Note.
(4) Errors under Re. 1 either way in freight paid by Credit Note.
(5) Undercharges on account of passenger tickets, freight on passengers' luggage and insurance.
(6) Charges on all articles booked and carried with the owner.
(7) Undercharges on specie, palanquins and carriages booked by passenger train.

(*b*) The receiving railway shall not reduce its charges below the charge mentioned in the invoice or through way-bills without the consent of the forwarding railway, except in the case of overcharges the evident result of errors in classification or computation of freight.

CLAUSE 11.

The distances between Jalpaiguri Ghât and Stations on the Eastern Bengal State Railway and Company's Railways, respectively, for computing charges shall be supplied by each railway to the other from time to time. But the actual amounts to be charged by each railway shall be furnished by the other railway in the form of station-to-station rates and not in the form of mileage rates for subsequent computation by stations.

CLAUSE 12.

Telegrams on the joint business of the two railways shall be interchanged free.

CLAUSE 13.

During such time as the accounts of the Company are kept and compiled in the office of the Examiner of Accounts, Eastern Bengal State Railway, the preparation of division sheets is not necessary; but the division of receipts for carriage of through traffic shall be shewn in the books of the Examiner in the same way as the receipts of the metre gauge section are kept separate from those of the broad gauge section and ferry of the Eastern Bengal State Railway and the division of earnings as prepared by the Examiner shall be accepted by both railways.

In preparing such division, each railway shall have its own rates and fares as quoted in accordance with clause 8.

A monthly settlement of accounts based on division so prepared by the Examiner shall take place between the Agents, to the Company, and the Eastern Bengal State Railway Cash office, the Examiner submitting a monthly cash account current to the Agents of the Company. The disposal of the cash collected in the Company's stations shall be settled by the Examiner, Eastern Bengal State Railway, and the Agents of the Company.

CLAUSE 14.

Claims for missing and damaged goods, etc.—Goods claims shall be settled by the railway in custody of which the loss or damage occurred.

CLAUSE 15.

The Eastern Bengal State Railway shall construct and maintain the necessary buildings and conveniences on the south bank of the Carla river at the Jalpaiguri Ghât for the accommodation of the through traffic and of the two railways; and such buildings and conveniences shall be under the absolute control of the Eastern Bengal State Railway. A limited number of building sites for the quarters required for the native staff of the Company employed at ghât work shall be given, if available, by the Eastern Bengal State Railway free of cost.

CLAUSE 16.

It has been agreed that the Examiner of Accounts of the Eastern Bengal State Railway shall prepare and audit the capital and revenue accounts of the Company, prepare all such other accounts and statistical returns as may be required by the Government of India, and the Director of the Company, submit approximate and audited returns of traffic and do all other work and prepare such returns as are usual and have the station accounts inspected periodically by an Inspector of Accounts for a monthly charge of Rs70; but the Company will pay such separate charges as may from time to time be agreed upon for travelling allowances to Inspectors of Accounts and also the pay and allowances of a pay clerk to disburse the revenue expenditure when the employment of such clerk is found necessary.

CLAUSE 17.

Through traffic to or from either railway shall have no reference in any respect over traffic tendered for despatch locally.

(*a*) It has been agreed to treat the Company's Railway as a branch of the Eastern Bengal State Railway in all correspondence with foreign railways and to incorporate all intimation of changes in rates, fares, conditions, and classification in the Eastern State Railway Tariff Changes Advices which are from time to time issued from the Traffic office, Eastern Bengal State Railway, and it shall not be necessary for the Company to send separate Tariff Changes Advices to foreign railways.

The Eastern Bengal State Railway also agrees to incorporate all information regarding rates, fares, conditions, any classification in its Goods Tariff pamphlet and the Time Bills of the Company's Railway in the Eastern Bengal State Railway Time Tables.

(*b*) If at any time either party should be unable either from want of vehicle stock or engine power or from any cause beyond their own control to receive and forward all the traffic tendered or likely to be tendered by the other, it shall be competent to the receiving party to give notice (of not less than fourteen days) to the other party, of the maximum quantity they will be prepared to receive and forward, and of the period during which the restriction will be necessary and during such period the other party shall not be bound to receive more than the quantity so specified. In the event of a breach in the line, or other contingency, causing a stoppage of traffic, notice by telegram may be given.

The Company shall pay to the Eastern Bengal State Railway Rs. 100 per annum for the printing and clerical work done by the Traffic Depratment, Eastern Bengal State Railway, in connection with the publishing of the Company's rates and fares in the Eastern Bengal State Railway Tariff pamphlets and the notification to foreign railways of changes and additions.

CLAUSE 18.

(*a*) The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

(*b*) The day shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night; Madras time shall be adopted for all purposes of through traffic; Sundays, Christmas Day and Good Friday shall be treated as ordinary working days.

CLAUSE 19.

This Agreement shall as far as circumstances will permit be extended by each party to any other railway working in connection with it, the two parties to this Agreement, being responsible to each other for all through traffic so forwarded.

CLAUSE 20.

All questions which may arise in the carrying out of this Agreement upon which the Traffic Managers of the two railways cannot agree, shall be referred to the managements of the respective railways. In case of any difference of opinion between the parties hereto as to the construction of any part of this Agreement or its application to any particular case, it shall be open to either party to call for an arbitration which shall be conducted in the ordinary way, and the decision of the arbitrators or the umpire as the case may be shall be binding on the Manager and the Company and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction so as to be enforced thereby upon the application of either party.

APPENDIX EE.

Articles of Agreement made this twentieth day of July 1898 between the BURMA RAILWAYS COMPANY, LIMITED, (hereinafter called the "Railway") of the one part and the IRRAWADDY FLOTILLA COMPANY, LIMITED, a Company incorporated under the Companies Acts, 1862 to 1890, having its registered office at No. 15, St. Vincent Place, Glasgow, Scotland, and its principal place of business in Burma at No. 4, Phayre Street in the town of Rangoon (hereinafter called the "Company") of the other part whereby the parties mutually covenant and agree each of them with the other as follows, namely:—

1. This agreement shall come into force on the 1st day of July 1898 and subject to the provisions of clause 22 hereof shall remain in force until the thirty-first day of October 1898.

Commencement, etc.

2. The Company shall work in connection with the Railway a service of steamers for the carriage of coaching and goods traffic between Katha and Bhamo and between these termini and the intermediate stations shown in Schedule B and such other or different intermediate stations as may from time to time be mutually agreed upon.

Service.

3. Coaching and goods traffic shall be booked through, *viâ* Katha, from any station on the Railway to Bhamo or any intermediate station and *vice versâ*, and the through ticket or receipt issued in either case shall entitle the holder to equal facilities in regard to the carriage of himself or his goods over both systems as are given in the case of passengers and goods booked locally over the same portions of the two systems.

Through Booking.

4. The fares and rates to be charged in through booking shall be the total computed on the local fares and rates in force from time to time on the Railway and in the annexed Schedule A of fares and rates at present in force on the Company's steamers or those that may hereafter be introduced after giving the Railway twenty days' notice.

Fares and rates.

5. Each party shall have as its share of the through charge the local fares and rates to and from Katha. The fares and rates shall not be enhanced by either party without the consent of the other. The Company further undertake that the fares and rates by their steamers from Rangoon, Prome, Mandalay or Sagaing to Bhamo or intermediate stations and *vice versâ* shall not be less than the combined railway and steamer charges for similar traffic under this agreement.

Division of fares.

6. The Railway and the Company shall supply each other from time to time with the rates and fares in force over their respective systems and twenty days' notice of any alterations shall be given by either party to enable receiving stations to be in a position to act upon any alterations made.

Tariffs.

7. All traffic if practicable shall be interchanged at the railway ghât for the time being at Katha.

Transfer at Katha.

8. The inwards station shall be responsible for the correct collection of all charges due on all parcels and goods received whether "paid" or "to pay."

Collection of charges.

9. In working through traffic, Railway forms only shall be used, the Railway alone appearing to the public as the contracting party. Tickets, forms and books will be supplied by the Railway to the Company on payment for the same.

Forms to be used.

10. The receiving party shall not reduce the charge mentioned in the invoice or way-bill without the consent of the forwarding party except in the case of overcharges which are the evident result of an error in classification or computation of freight.

Reduction of charges.

11. Booked packages shall be made over by the Railway to the Company and *vice versâ* at Katha with guidances, luggage tickets, parcel way-bills or goods invoices, as the case may be, at the gangways of the steamers on a gangway tally kept by countercheck of the marks on and the numbers and condition of packages by each side.

Transfer of goods.

12. Receipts in accordance with the tallies shall be recorded in the Through Register of each party before the departure of the steamer or the train, as the case may be.

Transfer of goods.

13. Traffic of all descriptions shall be considered as transferred by one party and received into the custody of the other party as soon as each article has passed the gangway of the steamer and it shall then and thereafter be at the risk and responsibility of the receiving party.

Transfer of goods.

14. Packages, not accompanied by guidances, luggage tickets, way-bills or invoices, as the case may be, shall be loaded or unloaded at the risk of the party omitting to provide the necessary papers, who shall also be responsible for any subsequent delay or loss consequent on this omission.

Transfer of goods.

15. Guidances showing in full detail the packages transhipped shall be furnished by the Railway for packages transferred to the Company and by the Company for packages transferred to the Railway.

16. The procedure for transfers of packages shall be as follows:—

(*a*) At the gangway one tallyman shall be provided by each party. The same form of tally book shall be used by both parties. Every package damaged or out of condition shall be stopped at the point of transfer and kept aside.

(*b*) The condition of such damaged package or packages shall be described fully and the package or packages shall be weighed and certified to by the responsible officers of each party jointly before the transfer is given and accepted.

(*c*) Packages found with marks other than those borne on the way-bills, etc., shall be pointed out to the party transferring by the party taking over, on board or on shore, as the case may be, and shall not be accepted in transfer, unless certified to at the risk of the party transferring.

17. The Company shall be solely responsible for all loss, destruction, deterioration, injury or damage to passengers, animals or goods during their carriage in the vessels of the Company. All loss, injury or damage of any kind and all claims for packages shall be settled by the party with whom the packages were at the time when the loss or injury occurred from which the claims arose. But when it cannot be ascertained with certainty where the loss or injury arose, the claim shall be divided in proportion to the amount of freight to which each party would be entitled under clause 4: but in such cases no claims shall be admitted or paid without the consent of both parties.

Losses, etc.

Inspection of Books.

18. All traffic books and records relating to this service on either side shall be mutually open to inspection.

19. At Bhamo and intermediate stations the booking of through passengers and goods shall be carried out by the agents of the Company, provided that at Bhamo and any intermediate station at which the Railway may so desire, the Railway may appoint an Agent who will solely carry out all the duties connected with the receipt and despatch of all passengers and goods *vid* Katha. He will receive all outward consignments for despatch, will issue receipts and invoices for the same, and will arrange for their transfer to the steamer in accordance with paras. 11 to 17 of this agreement. He will similarly receive from the steamers all inwards consignments in accordance with paras. 11 to 17 of this agreement, and will be solely responsible for their correct delivery to traders and the collection of all charges. In such cases the Railway will be responsible to the Company for the collection of the proper charges due to the Company. In order that due and proper facilities may be given for the transfer and delivery of through booked consignments, the Company agree to set aside such portion of their flats, wharves, inwards and outwards sheds as may be necessary for the purpose, and to make over the same to the aforesaid Agent of the Railway to be used similarly to a goods shed at an ordinary station on the Railway, and to be solely under the control of the Agent of the Railway.

Agents at Bhamo, etc.

(*a*) The Railway undertakes to indemnify the Company for any damage that may be caused by its servants in consequence of their neglect or carelessness to any wharf or flat that may be made over to the Railway to facilitate transfer and delivery of through booked consignments.

(*b*) In the event of the Railway providing their own flat, barge, or landing stage at Katha or Bhamo, the Company shall moor their steamers alongside such flat, barge, or landing stage within a reasonable time of the arrival or departure of such steamer for the delivery and receipt of through booked consignments.

20. The Company agree that in all cases and under all circumstances no preference of any kind shall be given to consignments not booked *vid* the Railway at Katha, nor to consignors or consignees thereof over consignments so booked.

Undue preference.

21. On the line of communication by steamers between the stations of Katha and Bhamo, communication and service shall be performed in each direction between the said stations six times a week. On the above line the Company's steamers shall start from the two terminal stations on such days as the Local Government of Burma may from time to time fix, provided that no alteration in the dates of sailing shall be made unless three weeks' notice of such intended alteration has been given to the Railway, and provided that no steamer shall under any circumstances be despatched from the two terminal stations before the regular advertized time of departure, the departure from Katha being under no circumstances put back to save delay to the English mail or for any other purpose.

Days of departure.

22. In the event of the Company failing to run a steamer in either or both directions for one week, this agreement may immediately be determined, and the Railway forthwith make arrangements to continue the service by steamers other than those of the Company.

23. The time of departure of the Company's steamers on their voyages from Katha to Bhamo shall be not less than 40 minutes after the arrival of the morning mail train at Katha, but no steamer shall be bound to wait more than two hours after the advertized time of the train's arrival. The Company's steamers shall arrive at Bhamo within 30 hours after their departure from Katha. The Company shall time their steamers so as to leave Bhamo at or about daybreak and arrive at Katha at 16 hours or 4 P.M. of the same day.

Steamer service.

The Railway agree that on telegraphic notice being received in time from Shwegu from the Commander of the steamer, the train from Katha shall be detained up to a period of one hour beyond its advertized time of departure, if by such detention connection with the steamer can be formed.

24. The Company shall be solely responsible for all damage or loss incurred to through passengers or goods consequent on their failure to fulfil any of the terms of this agreement.

Responsibility for embarkation, etc.

25. The Company shall make all arrangements for the convenient, safe and rapid embarkation, conveyance and disembarkation of all passengers, animals and goods carried under the terms of this agreement, and shall be solely responsible for all loss or damage incurred during such embarkation or disembarkation.

26. The Railway shall make no charge for telegrams despatched over its wires by the Company on business connected with the combined service, and the Railway and Company agree that stores, forms, etc., required for the joint service shall be carried free over both systems.

27. In passengers, horses, carriages and dogs, and luggage traffic, the system on which the tickets are issued shall be responsible for the correctness of the charges and shall retain overcharges and make refunds.

In parcels and goods traffic, the system on which the goods or parcels are delivered to the consignee shall be responsible for the correctness of the charges, and shall retain overcharges and make refunds.

28. The Railway and the Company shall submit to each other within 21 days of the close of each week, division sheets accounting for all traffic for which each is responsible, and showing the proportions due to the Railway and the Company; that is, the Railway shall submit a division sheet of all passengers, horses, carriages and dogs, and luggage, originating with it and passing on to the Company, and a division sheet showing all parcels and goods traffic originating on the Company's system and passing on to the Railway, and the Company shall submit a division sheet of all passengers, horses, carriages and dogs and luggage traffic originating with it and passing on to the Railway, and a division sheet of all parcels and goods traffic originating on the Railway and passing on to the Company.

These division sheets shall show in detail the amount received or due on each class of traffic, and the proportion of that due to each system.

The Railway or the Company, whichever is the creditor, shall prepare and forward to the other a monthly account current based on these division sheets, and monthly settlements shall be made of the balance due.

29. In consideration of the services hereinbefore provided for being duly and punctually performed by the Company, the Company shall during the continuance of these presents receive from the Railway 5 per cent. of the Railway share of the fares and freight on all passengers and goods booked through from a station on the Railway system to a station on the Company's system and *vice versâ*.

SCHEDULE A.

Goods traffic as per classification enclosed (except sundry goods enumerated below).

First class	1 8 3	per 100 viss.
Second „	1 14 3	
Third „	2 0 6	
Fourth „	2 2 6	
Fifth „	2 4 9	
Special „	1 0 0	

Animals and sundry goods.

	R a. p.		R a. p.	
Buffaloes, each	9 0 0	owner's risk;	13 8 0	carrier's risk.
Bullocks and cows, each	8 0 0	„ „ ;	12 0 0	„ „
Carriages (two-wheeled), each	15 0 0			
Carriages (four-wheeled), each	20 0 0			
Carts, bullock, each	5 0 0			
Chairs, dinner size, each	0 6 0			
Chairs, long, each	0 12 0			
Charpoys and stretchers, each	0 12 0			
Dogs, each	2 0 0	owner's risk;	3 0 0	carrier's risk.
Furniture, per ton of 50 cubic feet	7 0 0			

Animals and sundry goods—continued.

	R a. p.		R a. p.	
Goats and sheep, each	2 0 0	owner's risk;	3 0 0	carrier's risk.
Horses, each	9 0 0	„ „	13 8 0	„
Pigs, each	3 0 0	„ „	4 8 0	„ „
Ponies, each	7 0 0	„ „	10 8 0	„ „
Shingles (3,000=1 ton of 50 cubic feet) per ton of 50 cubic feet	7 0 0			
Silver, coined, bullion, or manufactured, *ad valorem* per R100	0 4 0			
Timber, per ton of 50 cubic feet	7 0 0			

Parcels will also be charged at the third class goods rate on the Company's steamers, the weight for which charge is to be made on both parcels and luggage being governed by clauses (ii) and (iii) of para. 27 of the Railway Goods Tariff.

Para. 27.—(ii) In a consignment of from 15 to 30 viss a fraction of 5 viss is charged as 5 viss; thus, 17 viss is charged as 20 viss, 26 viss as 30 viss, and so on.

(iii) In a consignment of over 30 viss a fraction of 10 viss is charged as 10 viss; thus, 33 viss is charged as 40 viss, 44 viss as 50 viss, and so on.

The minimum charge on the Company's steamers will be 8 annas for each consignment.

Passage fares from and to Katha.

River stations.	Distance in miles.	First class.	Second class.	Third class.
		R a. p.	R a. p.	R a. p.
Moda	30	4 11 0	1 14 0	0 15 0
Shwegu	55	8 10 0	3 7 0	1 12 0
Sinkan	...	11 0 0	4 4 0	2 2 0
Sawadi and Kaung-Taung	80	12 8 0	5 0 0	2 8 0
Bhamo	110	17 3 0	6 14 0	3 7 0

Passengers will be entitled to the following free allowances for the river journey, excess luggage being charged at the third class goods rate with a minimum charge of 8 annas for each consignment:—

	Viss.
First class	246
Second ,,	123
Third ,, (European)	22
Third ,, (Natives)	11

SCHEDULE B.

Moda.	Sawadi.
Shwegu.	Kaung-Taung.
Sinkan.	Bhamo.

KATHA-BHAMO LINE.

Classified Goods.

Articles.	Katha to Bhamo and *vice versâ*	Articles.	Katha to Bhamo and *vice versâ.*
A	Class.	B	Class.
Ærated waters	2	Beads of earth, lac, or glass	2
Agricultural implements (not machinery)	2	Beans	1
Albums	4	,, (in shipments of 3,000 viss or over)	Special.
Ale or Beer in cases or casks, bottled or not bottled	1	Bedsteads, metal, in pieces	3
Almonds	2	,, wooden, ,,	4
Almond oil	4	Beef and pork, salted, in casks	3
Aloes	3	Beer or Ale, in cases or casks, bottled or not bottled	1
Alum	1	Bell-metal or bell-metal ware	3
Amber	5	Bellows	3
Ammonia (minimum charge R2-8-0)	4	Benares fancy brassware	5
Anchors	2	Benares toys	3
Angle iron	1	Berlin wool	4
Aniline dyes	3	Betel boxes, lacquer, common	3
Aniseed	1	,, ,, ,, fancy	4
,, (in shipments of 3,000 viss or over)	Special.	Betelnuts	2
Antimony	4	,, (in shipments of 3,000 viss or over)	Special.
Arrack (*see* Spirits)	...	Betel or pán leaves	2
Arrowroot	2	Bhang	3
Arsenic or other poisons, in boxes	3	Bicycles and tricycles	5
,, ,, ,, in bags	5	Billiard cushions	5
Asbestos	2	,, slates, at owner's risk	2
Asphaltum or dammar	1	,, table, packed in wooden cases	5
Assafœtida, liquid	5	Birds' nests	5
,, dry, in bags	2	Biscuits, in tins or cases	3
Atta	1	,, country	2
,, (in shipments of 3,000 viss or over)	Special.	Blacking	2
B		Black lead	2
		,, salt, medicinal	1
		Blankets, country	2
		,, Europe	3
Bacon or Ham	3	Bleaching powder	2
Bamboo shoots, pickled or salted, wet or dry	2	Block tin	2
Bangles or choories, lac or glass	3	Boiler composition	1
Bar iron	1	Bones	1
Bark for tanning and dye	2	,, (in shipments of 3,000 viss or over)	Special.
,, ,, (in shipments of 3,000 viss or over)	Special.	Bonnets	5
Barley	1	Books	4
,, (in shipments of 3,000 viss or over)	Special.	Books, manuscript	5
Barley, pearl	4	Boots and shoes, European make or pattern	3
Basins	2	Bottles, empty, at owner's risk	1
Bath bricks	2	,, ,, soda water	1
Beads, gilt	4	Braid, carriage	3
		Bran, wheaten	1

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
B	**Class.**
Bran, rice-meal	1
Brandy, not bottled	3
„ bottled	4
Brass dishes	2
„ manufactured or unmanufactured, not otherwise specified	2
Brass casting	3
„ or copper foil	4
„ idols	5
Bricks, fire, at owner's risk	1
Broadcloth, pressed packages bound	2
„ not pressed	3
Bronze	2
„ ornaments or statuary	5
Buckets, iron	2
„ wooden	2
Butter, in cases, casks or tubs	2
Byats (Burmese trays)	3
C	
Cages, birds, iron or wooden	3
Camp equipage	3
Camphor	3
„ wood	3
Candles	3
Canes, sugar	2
„ walking	4
„ other sorts	2
Canvas	2
„ hose	2
Carbolic acid	5
Cardamoms, Nepaul (burra ilachi)	2
„ Goojeratti (chota ilachi)	3
Cardboard	2
Cards, show, playing or for photographs	3
Caromel	3
Carpets	2
Carmine or rouge	3
Carraway seed	2
Carriages, complete	S. G.
„ in pieces, *i.e.*, body, shafts, springs, axles, all separated	3
Carriages packed in wooden cases	2
Carriage wheels, wooden	2
„ shafts	4
„ springs and axles	2
Cartridges (minimum charge R2-8-0)	5
„ empty cases	3
Cash-boxes	3
Casks, empty	1
Casting, iron	2
„ brass	3
Castor oil in casks	2
Catgut	5
Cement	1
„ (in shipments of 3,000 viss or over)	Special.
Chains, iron	2
Chalk	Special.
Chamois leather	3
Chandeliers	4
Charcoal	2
„ (in shipments of 3,000 viss or over)	Special.
Charpoys (native stretchers)	S. G.
Chatties, at owner's risk	2
Cheese	3
Chemicals, photographic	5
„ not otherwise specified	4

Articles.	Katha to Bhamo and *vice versâ*.
C	**Class.**
Chests or safes, iron, at owner's risk	3
Chillies	2
China	4
Chiretta	3
Chloride of lime	2
„ of sulphur (freight to be prepaid)	5
Chocolate	3
Chicks (purdahs)	3
Choe, for glazing	1
Chunam (lime)	1
„ (in shipments of 3,000 viss or over)	Special.
Cigars, country	2
„ not country	4
Cigar leaves	3
Cigar-sticks	3
Cinchona bark	3
Cinnabar, sulphide of mercury, vermilion	3
Cinnamon, cinnamon bark	3
Cisterns or iron tanks	2
Clay smoking pipes, at owner's risk	3
„ pipes, drainage at „ „	1
Clocks and watches	5
Cloves	2
Coal	1
Coal-tar	2
Cochineal	3
Cocoanuts	2
„ (3,000 viss or over)	Special.
Coffee	2
Coir and hempen ropes and yarn	2
„ hemp, flax, jute, etc.	2
„ „ (in shipments of 1,500 viss or over)	1
Colours, not otherwise specified	2
Combs, horn	3
„ ivory	4
„ wooden	2
Condiments	3
Confectionery and sweetmeats	4
Copper coins	15
„ or brass foil	4
„ manufactured or unmanufactured, not otherwise specified	2
Copper pots, clippings, old pipes, sheets, blocks, slabs, files, copperware	2
Cord, cordage, twine, string, etc.	2
Cordials, lime-juice, etc.	4
Coriander seed	1
Corks	4
Corn leaves, in rolls or bags	3
Cotton in bundles	2
„ netting	2
„ thread	2
„ seed	1
„ silk, in bags	3
Cowries	2
Crackers	5
Crape	4
Creosote, in casks	2
Crockery	2
Crowbars	1
Crucibles, plumbago	3
Crushed food	2
Cups	2
Currants	2
Currency notes	S. R.
Curtains	3
Cushions	5

Abbreviations—S. G.=Sundry goods rate. S. R.=Silver rate.

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
C	Class.
Custard apples	2
Cutch	1
Cuttlery	4
Cuttle fish	2
D	
Damask	3
Dammar	1
Dates	2
Deodorizing fluid	2
Desks, writing	4
Detonators, by special arrangement	5
Dhall	1
„ (in shipments of 3,000 viss or over)	Special.
Dhurries	2
Disinfectants, powder	1
„ liquid	2
Dog or forage biscuits	1
Dolls, Burmese	4
Doolies	4
Doors	2
Dorians, fresh	2
„ preserved	4
Dungaree	3
Drainage pipes, at owner's risk	1
Drapery	3
Drawings and printings	5
Dross (enamel for earthenware)	4
Drugs, imported	4
Drums, Burmese	5
Drysalteries	3
Dye-water, in casks	1
„ in jars	2
Dye woods, not otherwise specified	2
Dynamite, by special arrangement	5
E	
Earth, red or yellow	1
„ (in shipments of 3,000 viss or over)	Special
Earth-oil, in casks or jars	3
Earthenware	2
Ebony	3
Eggs, at owner's risk	3
„ turtles'	3
Embroidery	4
Emery powder, emery wheels, emery cloth	2
Enamelled ware	3
Engravings	5
En leaves	1
Epsom salts	4
F	
Fans or punkhas	3
Feathers	4
Felt	3
Felt, roofing	2
Files	3
Filters, at owner's risk	3
Firearms	4
Fire bricks, at owner's risk	1
Fire-clay	1
Fireworks (minimum charge R2-8-0)	3
Fish, dried or smoked, in baskets	2

Articles.	Katha to Bhamo and *vice versâ*.
F	Class.
Fish, dried or smoked, in baskets (in shipments of 3,000 viss or over)	Special.
Fish, dry, Chinese, in bulky and light packages	2
Fish, fresh	3
Floor-cloth	3
Flour, country (atta)	1
„ (in shipments of 3,000 viss or over)	Special.
Flour, country (soojee)	2
„ (in shipments of 3,000 viss or over)	1
Flour, Europe, American, or Australian	2
Forage and fodder	1
Forges	3
French polish	4
Fruits, dried, including dates, currents, prunes, figs, and nuts	2
Fruits, fresh or salted, at owner's risk	2
Fuller's earth (sujee muttee)	1
„ „ (in shipments of 3,000 viss or over)	Special.
Furniture	S. G.
Fur	5
G	
Gallnuts, Persian	3
„ common	1
Galvanic batteries	4
Galvanized iron	1
Gamboge	2
Game, at owner's risk	4
„ or fancy skins	3
Games, implements for	4
Garden seeds	2
Garlic	2
„ fried, in jars	4
Gas, liquified	3
Gas oil	5
Geological specimens for museums, at owner's risk	1
Ghee	1
Gingers, raw or dry	2
„ preserved	3
„ beer	2
Gin, not bottled	3
„ bottled	4
Girders, wrought-iron	2
Glass, broken, in bags or boxes	1
„ sheets, panes, window glass	3
„ tinsel plate	4
„ stained and mirrors	5
Glassware (light)	4
Globes	4
Gloves	4
Glue	2
Goblets, earthen	2
Gold or silver thread or wire (imitation)	4
„ or „ „ or „	5
„ or „ „ or manufactured or unmanufactured	S. R.
Gold leaf	5
Goods undeclared	5
Gourds	1
Grains, edible	1
„ (in shipments of 3,000 viss or over)	Special.
Gram and other pulses	1
„ (in shipments of 3,000 viss or over)	Special.

Abbreviations—S. G.=Sundry goods rate. S. R.=Silver rate.

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
G	Class.
Gram, parched	1
Grease, at owner's risk	2
„ (in shipments of 3,000 viss or over)	1
Grenades, hand, for extinguishing fire, at owner's risk	4
Grindstones	2
Groceries	3
Groundnuts	2
Guns and pistols, gun wadding, etc.	4
Gunpowder (minimum charge R5)	5
Gutta-percha	3
Gymnastic appliances	4
H	
Haberdashery	3
Hair, horse or goat	3
„ or nursery powder	5
Hams	3
Hand-bags of canvas, carpet or leather	3
Hand-barrows	2
Hand-mills	2
Hand-trunks	2
Hardware or ironmongery	3
Hats and caps, including Chinese straw and sola hats	4
Hay, compressed	2
Harness and saddlery	3
Hemp	2
Herbs	3
Hides, cow and buffalo, dry or salted, or in pieces	2
Honey (at owner's risk, if in jars)	3
Hookahs, common (wooden bowls)	1
„ metal, etc.	3
Hops	3
Horns	2
„ (in shipments of 2,000 viss or over)	Special.
Horns, stag	2
Horse shoes	2
Hosiery, cotton or woollen	3
„ silk	5
Howdahs, common	4
Hydrants	2
I	
Ice (freight to be prepaid)	1
Idols	5
Images, stone, at owner's risk	3
„ brass or iron	5
Incense or Lobaun	3
Indian-corn (husked)	1
„ (in shipments of 3,000 viss or over)	Special.
Indian-corn leaves	3
India-rubber	3
Indigo, at owner's risk	3
Ink	3
Instruments, drawing	4
„ surveying and mathematical	4
Instruments, surgical and philosophical	5
Iron, dust, ore, pig, slag, old, angle, rods, hoops, bars, sheets, plates, scrap, corrugated sheets and rivets	1
Iron, casting, gas or water pipes, hammers, bolts, springs, weights, nails, screws, anvils, wheels and screw-piles	2
Iron, wrought, beams, joists and girders	2
Iron hinges	2

Articles.	Katha to Bhamo and *vice versâ*.
I	Class.
Iron brackets, pots, pans, fencing rollers	2
„ tanks	2
„ railing ornamental (cast)	3
„ scales, locks and tools	3
„ or garden chairs (cast)	3
„ pipes (cast)	1
„ „ („), in shipments of 3,000 viss or more, at owner's risk	Special.
Ironmongery or hardware	3
Irons, laundry	2
Isinglass	3
Ivory (minimum charge R2-8-0)	5
J	
Jack fruit	2
Jadestone	5
Jaggery	1
„ (in shipments of 3,000 viss or more)	Special.
Jaggery in jars, at owner's risk	3
Japanned or lacquered-ware	4
Jars and carafs, stone	2
Joiner's work and tools not otherwise specified	3
Jute	2
K	
Kid skins	3
Knife cleaning boards	2
Kerosine oil	2
L	
Lace	4
„ gold or silver	5
Lacquered or Japan ware	4
Lametta or tinsel	4
Lamps	4
Lamp burners	2
Lamps, signal	4
Lamp black	2
„ posts	2
Lamps for above	4
Lanterns	4
Lard	2
Lead, in pigs or pieces, pipes or sheets	2
„ colours, white or red lead	2
„ ore	1
Leadware	2
Leather, common, English or Native	2
„ chamois, patent, coloured or fancy	3
Leather, manufactured, such as portmanteaux, travelling trunks, belting straps, etc.	3
Leather, hose pipe	3
„ Russian, Morocco or enamelled	4
Leaves, not otherwise specified	3
„ medicinal	3
Lemon juice	2
„ syrup	3
Lemonade	2
Lime, chunam	1
„ „ (in shipments of 3,000 viss or over)	Special.
Limes, fruit	2
Liquorice root	2
Locks, scales, tools	3
Lucknow or Burmese toys, at owner's risk	3
Luggage	3

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*. Class.
M	
Maccoroni	2
Mace, spice	3
Machinery	3
Maize	1
„ (in shipments of 3,000 viss or over)	Special.
Malt, malted barley	1
Manure	1
„ (in shipments of 3,000 viss or over)	Special.
Maps and plans	5
Marble, unpolished and unwrought, when not fulfilling conditions attached to stone of any description	1
Marble, polished or wrought, packed or unpacked statuary, at owner's risk	3
Marbles (playing), glass or burnt clay	2
Mats, Burmese	1
Matches	5
Matting, bamboo	1
„ coir	2
„ Calcutta and China	3
Mattresses	2
Measuring chains	2
„ tapes	4
Meat, dried	1
„ (in shipments of 3,000 viss or over)	Special.
Meat, fresh	5
McDougall's disinfecting powder	2
Medicines, not otherwise specified	4
Medicinal leaves, roots and herbs	3
Metals, not otherwise specified	3
Metalware, fancy or ornamental, brass, copper or inlaid	5
Military accoutrements, not being arms	3
„ baggage, not including ammunition, etc.	3
Millstones of sorts	2
Milk, condensed	3
Mill-boards	2
Millinery, at owner's risk	4
Mills, native, for cleaning paddy	2
Mineral waters, value Rio per dozen quarts or less	2
Mineral waters, value over Rio per dozen quarts	3
Mirrors	5
Mother-o'-pearl shells	2
Moulds	3
Mouse and rat traps	3
Mushrooms	2
Musical instruments	5
Mustard, English	3
N	
Nails and screws, brass or copper	2
„ „ „ iron	2
Nebassee (heads of a medicinal flower)	3
Ngapee	2
„ (in shipments of 3,000 viss or over)	Special.
Ngapee in jars	2
Ngapee-water, Ngapee-oil, and country sauce	2
Needles	4
Netting cotton	2
„ wire	2
Newspapers, packed	2
Non-alcoholic wines, at owner's risk	2
Nuts	2
Nutmegs	3
Nux vomica	2

Articles.	Katha to Bhamo and *vice versâ*. Class.
O	
Oars	2
Oats	1
„ (in shipments of 3,000 viss and over)	Special.
Ochre	2
Oil-cake	1
„ (in shipments of 3,000 viss or over)	Special.
Oil, all kinds, in casks, cases and drums, not otherwise specified	2
Oil, all kinds, in jars and tins, at owner's risk	3
Oil, chomallee	5
„ sperm	3
„ mineral (except kerosine oil)	4
Oils, essential	3
Oil-cloth	5
Oil of khoi	3
Oilman's stores	4
Okes	1
Onions	4
Opium (minimum charge R5)	5
„ crude, liquid (minimum charge R5)	2
Oranges, at owner's risk	4
Orchids	1
Ores, other than iron	1
Ornaments, bronze, German-silver, iron, etc.	5
Ornamental iron railings	3
Orpiment	3
P	
Packages undeclared	5
Paddy	1
„ (in shipments of 3,000 viss or 240 baskets)	Special.
Paint, pitch, tar or rosin	2
Paints	2
Paintings and drawings	5
Palms leaves, in bundles	2
„ roots	2
Paper, albumenised	3
„ writing and stationery in general	3
„ coarse or waste, Serampore or printing, cartridge	2
Paper, hanging, at owner's risk	3
„ stamped, packed	3
Papier-maché	4
Parabike (books)	1
Parched gram	1
„ rice	3
Parchment	4
Pasteboard	2
Patent leather	3
Paulins, cloth or canvas, non-combustible, at owner's risk	1
Pawn or betel leaves	2
Peas	1
„ (in shipments of 3,000 viss or over)	Special.
Pencils, black lead, common	3
„ slate	1
„ soapstone	1
Pepper	2
Perambulators, children's	4
Percussion caps (minimum charge R2-8-0)	5
Perfumery	5
Pewter	3
Phenyle, soluble	2
Phosphorus	5
Photographic apparatus or chemicals	5

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
P	**Class.**
Pianos	5
Pickaxes	2
Pickled tea	2
Pickles, country, in casks	3
„ in jars	3
Pictures and picture frames	5
Piece-goods, in boxes, bales or bundles	2
Pig-iron	1
Piles, iron screw	2
„ iron frames for	3
Pine apples	2
Pipes, drainage, clay, at owner's risk	1
„ iron, cast	1
„ „ „ (in shipments of 3,000 viss or over)	Special.
Pipes, brass or copper	2
„ meerschaum	5
„ smoking, clay, at owner's risk	3
„ tobacco, wooden	3
Pipe-clay	1
Pitch	2
Plans and maps	5
Plantain trees	1
Plants and shrubs, at owner's risk	2
Plaster, in bags or casks	1
„ (in shipments of 3,000 viss or over)	Special.
Plated-ware	5
Plate-powder	2
Plumbago	2
„ crucibles, at owner's risk	3
Plums, dried	2
Poison, arsenic, etc., in boxes	3
„ arsenic, etc., in bags	5
Polo "Kit"	4
Poppy seed	1
Posts, jungle	2
Potatoes, at owner's risk	1
Pots, country, clay, at owner's risk	2
Powder, blue, or red	2
„ nursery	5
Prawns, fresh	2
„ dried	2
„ „ (in shipments of 3,000 viss or over)	Special.
Preserves in jars	3
Presses, printing	3
Printed documents	4
„ forms, etc., in cases or bales	3
Provisions, salt, preserved	3
Pruning knives	2
Prussian blue	4
Pulley blocks	3
Pulses	1
„ (in shipments of 3,000 viss or over)	Special.
Pumice stone	3
Pumps, iron, etc.	3
Punkhas or fans	3
Purdahs	3
Putty	2
Q	
Qhwats	4
Quicksilver	5
Quilts or resais	3
R	
Rags	2
Rain gauges	3

Articles.	Katha to Bhamo and *vice versâ*.
R	**Class.**
Rangoon oil (gun oil)	5
Rat and mouse traps	3
Rattans	2
Records	3
Red dust or abbir	2
Red lead	2
Reeds for naichas or hookahs	2
„ for writing	3
„ fancy	4
Resin	2
Rice	1
„ (in shipments of 3,000 viss or 50 bags)	Special.
Rice meal	1
„ parched	3
Rifles, in cases	4
Rollers, iron	1
Rivets, brass or copper	2
„ iron	2
Roofing, felt	2
Roots, not otherwise specified	2
Rope, hemp, flax, coir, wire, etc.	2
Rosewater	5
Roseine dyes	3
Rosin	2
Rouge or carmine	3
Rubber	3
Ruby dust of gravel	2
Rugs, at owner's risk	2
S	
Saddlery and harness	3
Safes or chests, iron, at owner's risk	3
Saffron	4
Sago	2
Salaammoniac	2
Salts, Epsom	4
Salts, for table use, in jars, bottles or tins	2
Salt	1
„ (in shipments of 3,000 viss or over)	Special.
„ black, medicinal	1
„ rock, from Europe	1
Saltpetre	1
„ (in shipments of 3,000 viss or over)	Special.
Sandpaper	2
Sandalwood	3
„ chips and saw dust	2
„ bark or roots	3
Sandal stones	2
Satin	5
Sauce, in jars	2
Saws	3
Scales, locks and tools	3
School slates, at owner's risk	1
Scrap iron or steel	1
Screens, chicks or purdahs	3
Screw nails	2
„ jacks	3
„ piles, iron	2
Sealing wax, fine	3
„ coarse, made from lac refuse	1
Seeds, garden	2
„ not otherwise specified	1
Senna leaves	3
Sewing machines	3
Shafts, carriage	4
Sharpening stones	1
Shawls	5
Sheathing metal	2
Sheep and goat skins	1

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
S	**Class.**
Sheet glass or in panes	3
Shells and chanks	2
Shellac, lac dye	1
„ and lac seeds cleaned	2
Shingles	S. G.
Shoes and boots of European make or pattern	3
Shoes, not of European make or pattern sandals	2
Shoes, country, ornamented with tinsel	3
Shots in bags	2
Shovels	2
Show cards	3
Shrubs and plants, at owner's risk	2
Sieves	2
Signboards	2
Silk, manufactured	4
„ raw, spun, or in cocoons or waste	3
„ twist	3
Silver, German or electrum	4
„ or gold thread or wire, imitation	4
Size in tins	2
Skins, such as tiger or fancy	3
Slates, rough, in tiles or slabs for building or roofing, at owner's risk	Special.
Slates, in prepared slabs	2
„ writing, at owner's risk	1
Sleepers, light wood	1
„ heavy wood	1
„ cast iron, at owner's risk	1
„ Burmese, wooden or cloth	2
Snuff	3
„ boxes empty	3
Soap, country made or English, bar	2
„ in cakes or scented	3
„ nuts	2
Soaps and (Thai) Sup-piah	1
Soap, soft	2
„ stone	1
Sodawater	2
„ bottles, empty, at owner's risk	1
Soda, bicarbonate (valued at less than R20 per 100 viss)	1
Soda, caustic	2
„ coarse	2
„ crystal or washing	1
„ hyposulphide of	3
„ refined	3
„ silicate of	2
Sola hats, packed in cases	4
Soluble Phenyle	2
Soojee	2
„ (in shipments of 3,000 viss or over)	1
Spangles	4
Specimens and models	4
Spectacles	3
Spelter	2
Spices	3
Spirits, bottled	4
„ not bottled	3
„ not bottled (in shipments of 17 hogsheads or over)	2
Spirits of turpentine	5
„ of wine	5
Spittoons, earthen	2
Spokes, iron or wood	1
Sponges	5
Spoons, brass	2
„ wooden	2
Stag horns	2
Stamps or stamp paper	3
Starch	2

Articles.	Katha to Bhamo and *vice versâ*.
S	**Class.**
Stationery	3
Statuary, marble, plaster of Paris	5
Staves for casks	1
Steel	2
„ scrap	1
„ rods, hoops or bands	1
Stencil plates, tin or zinc	2
Sticks, walking	4
Stick-lac	1
Stone, wrought or damageable, including squares and sharpening stones	1
Stone, lithographic	4
Stoneware, jars and carafes	2
Stone rollers	2
Stones, mill of sorts	2
„ chiselled and roughly cut	1
„ flag or paving	1
Stone, any description (in shipments of 3,000 viss or more), at owner's risk	Special.
Stones, cut or engraved for monumental purposes	2
Stones and fossils, for geological purposes, at owner's risk	3
Stone pebbles	2
Stoneware, country	2
Stoves of cast iron, at owner's risk	3
Sugar, candied, refined	2
Sugarcandy	2
Sugar, cheap	1
„ (in shipments of 3,000 viss or over)	Special.
Sugarcanes	2
„ (in shipments of 3,000 viss or over)	Special.
Sugar of lead	3
Sujee mutteé (Fuller's earth)	1
„ „ (in shipments of 3,000 viss or over)	Special.
Sulphur	2
Sulphuric acid or other acids not otherwise classified (minimum freight R2-8-0)	5
Surgical instruments	5
Surveying „	4
Sut-thwa (weaving combs)	3
Suttringees	2
Sweetmeats	4
Syrup	3
T	
Taithée, jungle fruit for manufacture of Burmese umbrellas	2
Taithee (in shipments of 3,000 viss or over)	Special.
Tallow	2
„ (in shipments of 3,000 viss or over)	1
Tamarind	2
„ preserved	3
Tamacco in casks, at owner's risk	3
Tape, cotton or wool	3
„ silk	4
„ measuring	4
Tapioca	2
Tar	2
Targets, iron	2
Tarpaulins, cloth or canvas	1
Tartaric acid	4
Tea, dry, in chests or bags	2
„ wet	2
„ „ (in shipments of 3,000 viss or over)	Special.

Abbreviations.—S. G.=Sundry goods rate.

Classified Goods—continued.

Articles.	Katha to Bhamo and *vice versâ*.
T	Class.
Tea lead	2
„ seed	3
„ shooks	2
Teak boxes, empty	3
Teel-seed	1
„ (in shipments of 3,000 viss or over)	Special.
Telegraph instruments	4
„ insulators, cells, etc.	2
„ line stores of all sorts	2
„ posts, wood or iron	2
Telephone instruments	4
„ materials	2
Tent and tent equipage	3
Thermometers	5
Telescopes	5
Terra-cotta ware	5
Thabaiks, earthen	2
„ legs and covers	4
„ iron	2
Thanaka-bark	2
„ (3,000 viss or over)	1
Thread, sewing	2
„ twist yarn, cotton, hemp or flax	2
Tiles, earthenware, of all sorts	1
Timber	S. G.
Tin, in sheets	2
„ block	2
Tinsel or lametta	4
Tin stencil plates	2
Tinning materials	2
Tobacco, native, raw	2
„ „ manufactured, including tomacco in casks	3
Tobacco, European or American, raw or manufactured	4
Tobacco dust	2
„ pipes, wood or clay, at owner's risk	3
Toddy, in casks	2
„ in bottles	3
Tomacco in casks	3
Tonic water	2
Tools	3
Torches	3
Tortoise shell	2
Tow, screwed	1
Towels, table napkins, etc.	2
Toys and implements for games	4
Trays	3
Trays, brass, common	2
Treacle, at owner's risk	2
Tricycles and bicycles	5
Trunks, metal	4
„ „ when smaller trunks are nested with them	3
Tubs, wooden	2
Turmeric	2
Turpentine and spirits of turpentine	5
Turtles' eggs	3
Twine	2
Twist, cotton	2
„ silk	3
Types	3
U	
Ultramarine	3
Umbrellas, cotton, Chinese, of leaf packed or loose	2
Umbrellas, silk	3
Undeclared goods	5

Articles.	Katha to Bhamo and *vice versâ*.
U	Class.
Upholstery	4
Urinals	2
V	
Varnish	3
„ black, country	2
Vegetables, fresh or dry, at owner's risk, (freight to be prepaid)	2
Velvet, silk	5
„ cotton	3
Verdigris	4
Vermicelli	3
Vermilion, country	2
„	3
Vesuvians	5
Vinegar, in bottles	2
Vitriol, oil of (minimum charge R2-8-0)	5
W	
Walnuts	2
War rockets (*see* Cartridges)	5
Washers	1
Washing soda	1
Waste, cotton or wool	2
„ paper	2
Watches or clocks	5
Water, Freidricshall	3
„ meters	3
„ scented	5
Wax-cloth	4
Wax, refined or in candles	3
„ unrefined (bees'-wax)	2
„ sealing, coarse	1
Wearing apparel	3
„ „ old, worn out	2
Weighing machines or scales, whole or in part	3
Weighing scale, country	3
Weights, stone	1
Weights, iron	2
Whale-bone	4
Wheat	2
Wheat (in shipments of 3,000 viss or over)	Special
Wheels, wooden, for wells	1
„ for carriages or bullock carts	2
Whips	4
White lead	2
Whiting	1
Window frames, iron,	3
Wines, not bottled	3
„ bottled	4
Wire, brass or copper	2
„ brass, copper or other, gold or silver gilt	5
Wire netting	2
„ iron	2
Wire rope, iron, fencing	2
Wooden tubs	2
Wood, valuable or ornamental, such as walnut, olive, box, mahogany, sandal, maple, satin, camphor, etc.	3
Wood, valuable or ornamental, in shipments of 1,800 viss or over	1
Wool, fancy or Berlin	4
„ pressed	2
Woollens	2
Wrappers, cotton, in bales	1
Writings	5

Abbreviations.—S. G.=Sundry goods rate.

Classified Goods—concluded.

Articles.	Katha to Bhamo and *vice versâ*.	Articles.	Katha to Bhamo and *vice versâ*.
Y	Class.	Z	Class.
Yams, at owner's risk	1	Zinc, in sheets, or blocks, nails, pipes or tiles	2
Yarn and twist	2	Zinc, stencil plates	2
Yellow earth	1	„ netting, in rolls or coils	2
„ „ (in shipments of 3,000 viss or over).	Special.	„ wire netting	2
Yellow metal	2	„ fancy work	4
		Zoedone	2

APPENDIX FF.

Memorandum of Agreement* between the BENGAL-NAGPUR RAILWAY COMPANY, LIMITED, (hereinafter called the B.-N. Ry.) and the EAST COAST (STATE) RAILWAY (hereinafter called the E. C. Ry.) for the working of traffic over the Cuttack-Khurda Road Section and for the provision of accommodation and the services at the Stations of Khurda Road, Barang and Cuttack, as also for the exchange of traffic of all kinds between the two Railways.

CLAUSE I.

Duration of Agreement.—The Agreement* shall be considered as having effect from the 1st January 1899 or from the date the Barang-Cuttack Section is opened for traffic and shall be subject to revision from time to time, either by addition thereto on wants which have not now been anticipated, or by correction thereof on matters which have been inaccurately determined herein, such additions and corrections being mutually agreed to.

CLAUSE II.

Interruption of Agreement.—The working of the agreement shall however remain in abeyance during the flood seasons when the temporary connections of the B.-N. Ry. cannot be maintained, the B.-N. Ry. giving as early notice as possible of such cessation of working or of the resumption thereof on connections being again made and being responsible to the E. C. Ry. to return all E. C. Ry. stock which may be on the B.-N. Line. If, however, such stock is not duly returned to the E. C. Ry. or is detained by failure of the temporary bridges, diversions and works at any time, the B.-N. Ry. shall be responsible and pay to the E. C. Ry. the hire as may be mutually agreed upon of such stock or shall replace the same in their respective classes for the whole period that the stock may be so detained.

CLAUSE III.

Provision of Rolling Stock.—

1. The B.-N. Ry. shall provide Coaching stock for all Passenger and Coaching traffic between Khurda Road and Cuttack except for such traffic as will be carried by the local trains between Puri and Cuttack.
2. The E. C. Ry. shall provide Coaching stock for all Passenger and Coaching traffic between Cuttack and Puri for the local service between those places.
3. Goods traffic may be worked by either of these services.
4. All Coaching traffic other than by the local Puri-Cuttack trains shall be transferred between the trains of the two Railways at Khurda Road.
5. No traffic booked and carried by the local Puri-Cuttack trains shall, unless going on to the main line, South of Khurda, be transferred at Khurda Road.
6. Each Railway shall pay mileage under Conference Rules on the vehicles of the other Railway, including any Goods stock, irrespective of the train by which hauled, Barang being taken as the Junction Point for all mileage charges.
7. Each Railway shall provide Locomotive power for all trains on its own line up to Barang Station.

CLAUSE IV.

Rates and Fares.—

1. Each Railway shall charge its own rates and fares including terminals over its own line, Barang being taken as the Point of Junction.
2. Each Railway shall take all receipts for all trains running on its own line, Barang being the Junction Point for division of receipts.

CLAUSE V.

Terminal services and accommodation.—

1 The E. C. Ry. shall provide a Running Room for Guards at Khurda Road for the use of the B.-N. Ry. and B.-N. Ry. shall provide similar accommodation at Cuttack.
2. The B.-N. Ry. shall have free of charge the joint use of the Barang yard and other accommodation already provided there.

* Sanctioned by the Government of India in letter No. 109 R. T., dated the 13th February 1899, and by the Board of Directors of the Bengal-Nagpur Railway Company in letter No. 4442, dated the 10th May 1899.

3. For all trains except the Puri-Cuttack local trains, the B.-N. Ry. shall supply Guards to work the Section Cuttack to Khurda Road, the Guard to be in charge of the trains the whole distance both ways.

4. The E. C. Ry. shall supply all Guards to work the Puri-Cuttack local trains, the Guards to be in charge of the trains and work them the whole distance both ways.

5. In case of extra traffic arising and the B.-N. Ry. being unable to supply a Guard to work a train under para. 3 above, the E. C. Ry. will lend a Guard to meet the emergency, he being considered for the time so employed as a B.-N. Ry. employé engaged on the work detailed above.

6. The E. C. Ry. shall do all the carriage and wagon cleaning, oiling and greasing and examination of stock of both Railways at Khurda Road and provide a Carriage Examiner, staff and stores for joint use, the cost being shared equally by each Railway. Should similar services for the local Puri-Cuttack trains be required at Cuttack, the B. N. Ry. will carry these out, the E. C. Ry. being charged for the same.

7. The E. C. Ry. shall provide lamps, oil and wicks for lamping all trains between Cuttack and Khurda Road, the B.-N. Ry. to do the necessary work required at Cuttack.

8. Each Railway shall provide at Khurda Road and Cuttack respectively power for its own shunting and will marshal trains under arrangements to be settled by the respective Traffic authorities, no charge being made for the same.

9. The E. C. Ry. Station staff at Barang shall for the purposes of this Agreement be deemed Joint Station staff, the expenses of the Joint Station being shared equally by the two Railways. The Joint staff shall perform on behalf of both Railways all such duties as are demanded of a Joint staff, both in local and through booking and render all Audit and Traffic Returns which may be required of them; the Cash receipts for both Railways being sent to the Audit Office, E. C. Ry.

10. The E. C. Ry. Station staff at Khurda Road shall provide any returns required by the Audit or other authorities of the B.-N. Ry. and the Cuttack Station staff shall do the same for the E. C. Ry.

11. The whole of the staff of the B.-N. Ry. while within the limits of Barang Station shall obey and be bound by the rules and regulations and instructions issued by the E. C. Ry. authorities, the Manager of the latter Railway deciding in case of breaches of rules any disputes as to the interpretation of rules. The Guards or the Officials of either Railway running into Cuttack or Khurda Road will be subject in the same way to the orders of the Station staff of these places.

12. The ordering of extra and special trains between Cuttack and Khurda Road shall be done by the E. C. Ry. staff at Khurda Road in conjunction with the Station Master at Cuttack.

CLAUSE VI.

Interchange of Rolling Stock.—

1. Stock shall be interchanged between the two Railways in accordance with the Conference Regulations in force for the time being, subject to any further modifications which may be agreed to at any subsequent Conference, or which may be adopted on a reference through the Secretary of the Railway Conference in accordance with the rules of procedure, or by mutual consent, but no rolling stock shall be tendered for interchange which does not conform to the Standard dimensions prescribed by the Government of India.

2. For the calculation of mileage on all stock, or the determination of liability for accidents under clause 12 of the Conference Rules, Barang station shall be taken as the point of Junction to each Railway.

3. For the calculation of demurrage on all stock, Khurda Road shall be taken as the point of Junction, the time being taken by joint number-takers at that place.

4. In addition to the allowance permissible under the Conference Regulations, the B. N. Ry. shall be allowed an additional 24 hours for the return of the E. C. Ry. stock to provide for possible delay in working vehicles back from Cuttack to Khurda Road.

CLAUSE VII.

Through Traffic Arrangement.—

1. Coaching traffic of all kinds shall be booked through between all stations on both Railways, except such stations on either line as may be excluded from time to time by the Traffic authorities of the two lines and merchandise traffic shall be similarly booked.

2. Through traffic between the E. C. Ry. and the B.-N. Ry. shall be understood to mean coaching and merchandise traffic which may be booked or invoiced in accordance with the terms of this agreement through from any station on one of the two contracting lines or any line beyond, to any station on the other or any line beyond.

3. The rules and conditions applicable to the local traffic of the two Railways shall also apply in through traffic.

4. Unless otherwise specially agreed to the through rates and fares shall be the sum of the local rates and fares of each Railway to or from Barang respectively.

5. In the case of through minimum and other charges, Coaching and goods, which are common to both Railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage. The minimum charge for goods in through booking shall be eight annas.

6. In through traffic each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible :—

I. Charges on live-stock of every description.

II. Charges on all articles, either Goods or Parcels, which according to the rules of the forwarding Railway, are required to be prepaid. The rules of the forwarding Railway in this respect shall be duly notified to the receiving line.

III. Charges on Commissariat and Ordnance stores booked under Credit Note.

IV. Errors under rupee 1 either way in freight paid by Credit Note.

V. Undercharges in fares of passenger tickets, freight on passengers, luggage and charges for insurance.

VI. Charges on all articles booked and carried with the owner.

VII. Undercharges on specie, palanquins and carriages booked by passenger train.

7. The receiving Railway shall not reduce below the charge mentioned in the invoice or through way-bills without the consent of the forwarding Railway, except in the case of overcharges, the evident result of error in classification or computation of freight.

8. The distance between Barang and stations on the E. C. Ry. and B.-N. Ry. respectively, for computing charges shall be supplied by each Railway to the other from time to time, but the actual amounts to be charged by each Railway shall be furnished by the other Railway in the form of Junction rates and not at mileage rates for subsequent computation by stations.

9. The Audit Office of the two Railways shall exchange weekly division sheets; each Railway to have in division its own rates and fares as quoted in accordance with paragraphs above quoted, except in the case of minimum and other charges common to both lines, which shall be divided in mileage. Each Railway shall account for all inwards through traffic within six weeks from the date the invoices pass the Junction. A monthly settlement of accounts based on division sheets, bills and statements as rendered, shall be made by transfer certificate, on the understanding that all errors brought to notice will be adjusted without delay by the responsible Railway in subsequent accounts.

10. No goods damageable by fire or water shall be allowed to leave the line of the owing Railway in open wagons, except under special arrangements and subject to the provisions of Conference Regulations.

11. The station premises working and books at Barang shall be open to inspection by the officers of either Railway.

CLAUSE VIII.

Supply of Forms, Stationery and Tickets.—Each Railway will provide all forms, stationery and tickets, etc., necessary for its own particular purposes for local working, inwards and outwards, both coaching and goods. At Barang, local tickets, forms, stationery, etc., will be provided by each Railway for its own traffic.

CLAUSE IX.

Handling Charges.—

1. For Goods booked to and from Barang, the cost of such handling shall be paid for by the Railways concerned, and for Goods transhipped at Khurda Road and Cuttack on through booked invoices and luggage and parcels on through booked way-bills, the cost will be borne by the transhipping Railways respectively.

2. Each Railway to get terminal on its own local traffic and its terminal on its own line in through traffic.

CLAUSE X.

Telegrams.—1. Each Railway to receive and despatch telegrams on joint business free.

CLAUSE XI.

Accidents and Claims.—1. The whole cost of all accidents occurring within the limits of Barang station shall be borne equally by each Railway.

2. All claims on through traffic due to the misconduct or carelessness of the joint staff at Barang shall be halved. All claims on the local traffic of either Railway similarly arising at Barang shall be charged to the Railway concerned.

3. As regards losses and compensation claims on through Goods traffic passing Khurda Road and Cuttack, Conference Rule 35 to apply, these places for the purposes of the interpretation of this rule being accepted as Joint stations. Any loss debitable under this rule to Joint station expenses to be halved. Through traffic for the purpose of this rule shall be considered to be all traffic interchanged between the two Railways.

4. Notices of all accidents, damages or losses, etc., connected with joint working which may occur within the limits of the Joint Station at Barang shall be sent in accordance with the rules in force on each Railway from time to time to the officers of both Railways immediately such accidents, losses, etc., occur.

CLAUSE XII.

Issue of Free Passes.—Either Railway may issue free passes between Khurda Road and Cuttack and each Railway may send free its own officers' reserved carriages by the trains of either Railway subject to such restrictions as the traffic of either Railway may require and as may be mutually arranged.

CLAUSE XIII.

Arbitration.—In case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, either Railway shall be entitled to call for an arbitration to be conducted in the usual way, each Railway nominating its own Arbitrator and should the Arbitrators so appointed fail to agree they, that is, the Arbitrators, shall nominate an umpire. The decision of the Arbitrators or their umpire shall be final and binding upon both Railways, in regard to the matter or matters which may be referred to them or him. But, if either of the two Railways shall fail to nominate an Arbitrator within eight weeks after notice to call for an arbitration has been given to it by the other Railway, such other Railway may nominate its own Arbitrator, and in such cases the decision of the one Arbitrator, so appointed shall be binding upon both Railways.

CLAUSE XIV.

Confirmation.—*This Agreement shall be subject to the confirmation of the Government of India and the Board of Directors of the B.-N. Ry.*

APPENDIX GG.

Modification* of clause 23 of the AGREEMENT, dated 1st July 1890, entered into BETWEEN THE EAST INDIAN AND INDIAN MIDLAND RAILWAYS for the interchange of traffic at, and the joint use of, the Manikpur Junction Station, having effect from 15th July 1894.

23. All shunting of traffic wagons within the limits of the joint yard, including the delivery of coal wagons booked to Manikpur for the Indian Midland Railway movement of empties, and the removal of outwards coal wagons from the Indian Midland Railway locomotive yard, by *whichever railways'* engines performed, shall be treated as joint, and shall be calculated from the certificates granted by the joint station master for the actual time engines have been employed shunting. Charge will be made at the rate of 5 miles per hour at an average cost per train mile for locomotive expenses calculated at the actual expense shewn in the Indian Midland Railway Revenue Accounts for the previous half-year, *plus* 5 per cent thereon to cover interest on the cost of the locomotive stock used, and the total amount of the charge shall be apportioned as follows:—

One-fifth to the Indian Midland Railway.

Four-fifths to the joint account, and divided in accordance with the provisions of praragraph 11, clause 17 of the joint agreement.

* Approved in East Indian and Indian Midland Railway Boards' letters Nos. 24 of 1898 and 19 of 1898, respectively, and in Government of India, Public Works Department letter No. 650R.T., dated the 17th June 1898.

APPENDIX HH.

Addition* to clause 10 of the AGREEMENT, dated the 16th February 1892, between the EAST INDIAN RAILWAY COMPANY and the COMMISSIONERS OF THE PORT OF CALCUTTA, for the performance by the latter of terminal services on traffic to and from the Kidderpore Docks.

10. Wagons returned to the East Indian Railway without loads shall be placed in the sidings set apart for outward trains to the East Indian Railway within thirty-six hours from the time of their receipt, as provided in clauses 4 and 5, and wagons returned with loads within sixty hours. In times of pressure, subject to four days' previous notice from the East Indian Railway, the time for empty wagons shall be reduced to an average time of twenty-four hours. Any time exceeding thirty-six hours, sixty hours, and in times of pressure, an average of twenty-four hours, as the case may be, during which wagons remain in the dock premises, other than on the lines referred to in the commencement of this clause, shall be charged for under the demurrage rules for interchanged stock between broad gauge railways.

10A. For the purpose of calculating the average free time of twenty-four hours, allowed during times of pressure of traffic for the return of East Indian Railway stock (except hopper wagons for which 30 hours are allowed) booked to the Kidderpore Docks, the following system has been agreed to, and will have effect from midnight of the 15th January 1898:—

2. The average carrying capacities of all East Indian Railway covered, open and hopper wagons shall be taken in the account as 14, 14½ and 12½ tons, respectively, in calculating demurrage charges.

3. A debit and credit account will be prepared to run for the whole period during which "pressure" continues.

4. If at the expiration of the period of pressure, and the reversion to an extended free time of 36 hours, it is found that there is a debit, it shall be paid forthwith by the Port Commissioners. But if the pressure clause is re-inforced within an interval of less than six months, *i. e.*, if the free time for return of wagons is again curtailed to an average of 24 hours (or 30 hours in the case of hoppers), this payment shall be subject to the refund of an amount equivalent to the sum of any credit subsequently earned, with the proviso that in no case shall the refund exceed the amount actually paid on account of the period next preceding. No credit shall be paid in cases where the pressure clause is not re-applied within an interval of less than six months.

5. The free time allowed under Conference Rules will apply to the return of foreign stock, but in no case must the demurrage exceed the amount payable to the parent line.

* Approved in Calcutta Port Commissioners' No. 566, dated 8th June 1898, East Indian Railway Board's No. 158 of 1898, and in Government of India, Public Works Department letter No. 1177 R.T., dated the 24th October 1898.

APPENDIX II.

Revised clause* 3, I and II (*a*) of the Agreement, dated the 5th April 1892, between the EAST INDIAN AND INDIAN MIDLAND RAILWAY COMPANIES for running powers for passenger trains of the latter Railway Company to Tundla and for the interchange of coaching traffic at that station, having effect from the 2nd December 1897.

Clause 3 over the Agra branch of the East Indian Railway, *i. e.*, between points at present numbered 4. T, miles 840 feet 162 from Howrah and Tundla junction, the East Indian Railway shall permit the Indian Midland Railway to run and haul their coaching trains, and shall provide the accommodation and staff necessary (as may be mutually agreed on) to deal with the trains at Agra (East Bank) junction, at Etmadpur, and at Tundla junction on the following terms:—

I. The Indian Midland Railway shall carry their own coaching traffic, and also any coaching traffic offering at the timings of their trains to or from the Tundla, Etmadpur Agra (East Bank) and Agra Fort stations.

II(*a*). The Indian Midland Railway, in consideration of the running powers described, in this agreement, shall pay to the East Indian Railway †80 per cent. of the gross traffic earnings of the trains over the length between Tundla and the East Indian Railway terminus at Agra East Bank station, *viz.*, as for 14 miles in the case of traffic between Tundla and Agra (East Bank), 3 miles in the case of traffic between Tundla and Etmadpur, and 11 miles in the case of traffic between Agra *(East Bank)* and *Etmadpur*, calculated at the rates and fares of the East Indian Railway between Tundla, Etmadpur and Agra East Bank stations.

* Approved in East Indian and Indian Midland Railway Boards' letters Nos. 180 and 40, dated, respectively, 23rd and 30th September 1898, and in Government of India, Public Works Department letter No., 1342 R. T., dated the 7th December 1898.

† Reduced to 70 per cent. with effect from 1st July 1898, *vide* No. 347 R. T., dated 15th April 1899.

APPENDIX JJ.

Modification* of clauses 48 to 50 of the revised Agreement having effect from the 1st January 1897 for the working of the BHAVNAGAR-GONDAL-JUNAGADH-PORBANDAR RAILWAY.

48. The Manager shall be the Chief Engineering authority on the "Open System" and be designated also "Engineer-in-Chief".

49. Cancelled.

50. There shall be Executive and Assistant Engineers on the Open System appointed by the Board of Control in consultation with the Engineer-in-Chief; and all expenditure on works and buildings, etc., incurred on each Integral Railway shall be separately accounted for and booked by the Engineer in direct charge of the Railway concerned; and all bills and vouchers in support of expenditure incurred shall, immediately on being booked, be passed on for payment to the Examiner through the Executive Engineer. The registers maintained by the Engineers will thus, in each case, be a complete record of the entire Capital and Revenue Expenditure of the several Integral Railways.

* Approved in Government of India, Public Works Department letter No. 445R.T., dated the 9th May 1899.

APPENDIX KK.

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